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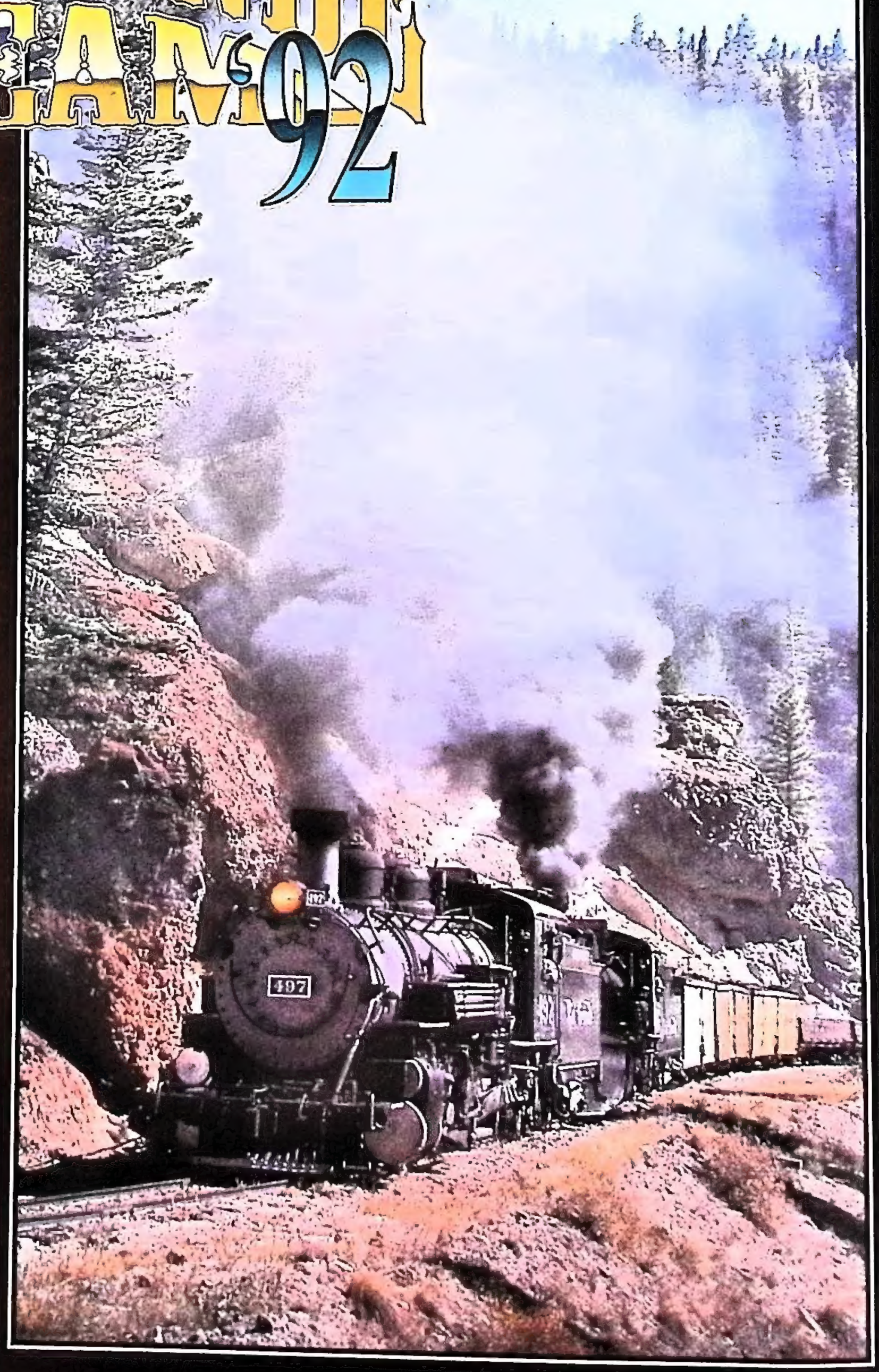

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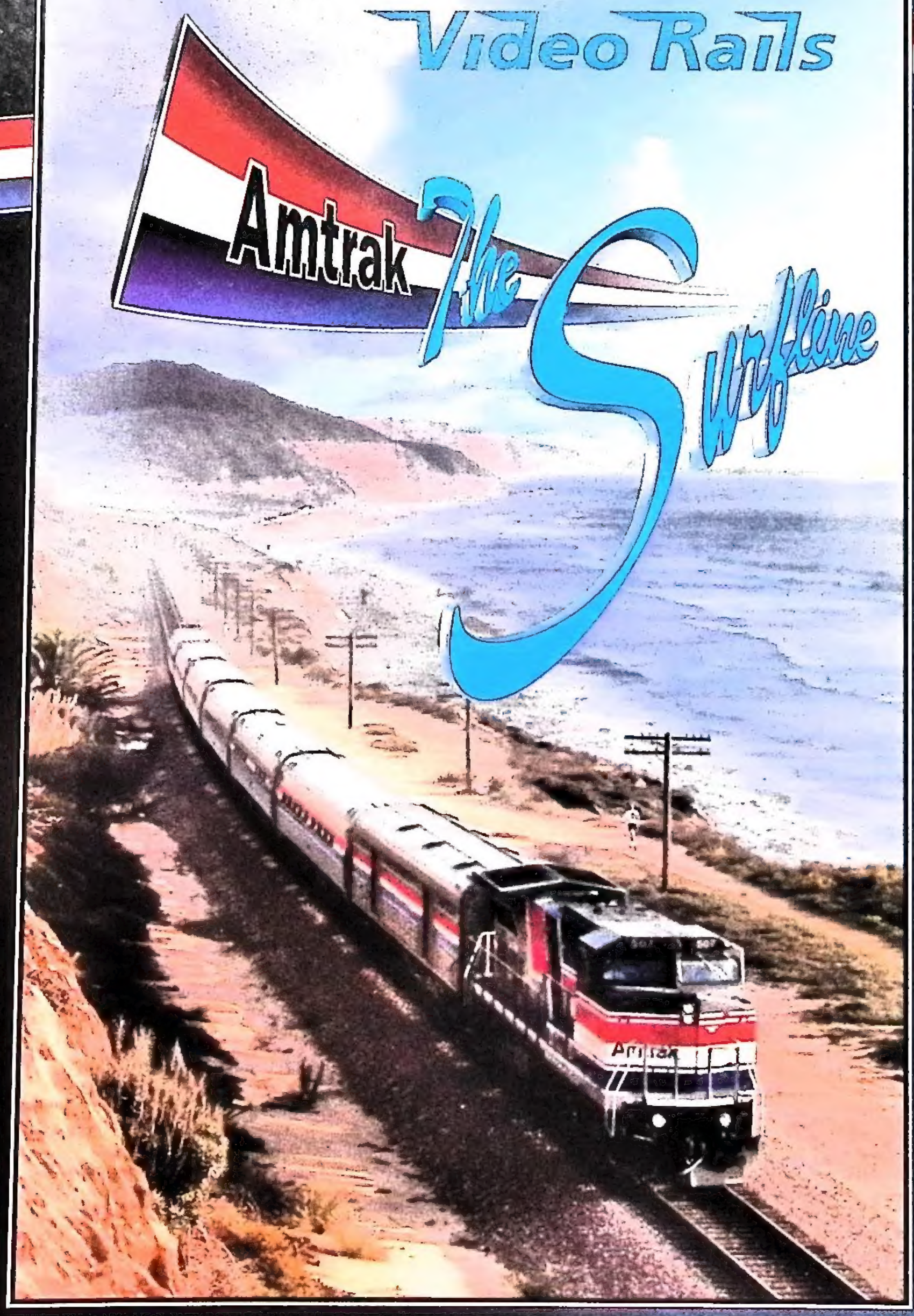

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KODACHROME: IAN PLAIT

CONRAIL SD60Ms will be hitting the road in 1993. On November 25, 1992, the 5502 was at London, Ontario, lacking frame stripe and safety stencils. The 5500-5544 are Conrail's first super cab EMDs. See page 42.

THE CONRAIL TECHNICAL SOCIETY convention at Allentown November 20-22 saw commemorative SD50s 6726 and 6707 put on special display (**right**). See page 42.

COLOR PRINT: KERMIT GEARY, JR.

KODACHROME: ALAN MILLER

Railnews

SAN JOAQUIN VALLEY gave different paint and markings to its GP9s from the SD&AE and AZER, as seen on December 1 near Lemoore, California (**left**). See page 42.

INDIANA SOUTHERN GP40s 6599 and 6556 were coupled around *American-European Express* GP40 No.2 on October 25, 1992, at Spencer, Indiana, (**below**) on what was once Conrail's Petersburg Secondary track. As seen on the 6599's battery covers, coal hauler ISRR refers to itself as "The Power Line." See page 42.

COLOR PRINT: DOUGLAS WEITZMAN

KODACHROME: VINCENT J. PORRECA

SANTA MARIA VALLEY GP9 1801 (ex-Bonneville Transloader 319, ex-Great Western 319, nee-Milwaukee Road 319) was awaiting its departure from Loveland, Colorado, on December 4. See page 42.

ARKANSAS MIDLAND RAILROAD rosters several ex-IC GP10s like the 704 and 722, seen moving the eastbound Birds Mill Turn past Antoine, Arkansas, (**below**) on October 28, 1992. See page 42.

KODACHROME: DANIEL M. SCHROEDER

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From the Publisher's desk: From *Zephyr* to X2000

The new Swedish X2000 tilting train now being tested by Amtrak brings to mind the earlier days of streamlining in the 1930s when airplanes and cars were capturing the public's fancy with their new aerodynamic look. It wasn't long before the railroads responded with their own new look, at least on a few highly publicized and highly visible runs.

Such early streamlined trains as the Burlington *Zephyr*, Boston & Maine *Flying Yankee* and the Union Pacific *City of Salina* were articulated, quickly creating problems of train capacity. The same problem would recur on the North Shore *Electroliners* and the Susquehanna's ACF single-unit railcars although the run shortness and schedule frequency of these two designs minimized any loading problems. The railroads and builders eased the problem by adding cars to some of the articulated trains and by reverting to double trucked cars on subsequent orders.

Sometimes old ideas die hard. In 1956 General Motors introduced a new lightweight articulated *Aerotrain* using bus bodies. Rough riding, the two demonstrator trains were tried out on the New York Central, Pennsylvania and other roads, eventually being bought by the Rock Island, following its acquisition of an identical LWT12 locomotive to power the Talgo consist of its Chicago-Peoria *Jet Rocket*. All three wound up punishing the poor Chicago-Joliet commuters with their rough, tinny rides. One *Aerotrain* locomotive and two coaches can be seen at the National Railroad Museum in Green Bay, and another is at the Museum of Transport in St. Louis.

Budd's RDC car proved the flexibility of self-powered streamlined rail cars and were used throughout North America on a variety of routes. On the Boston & Maine they replaced an aging fleet of wood and steel cars, along with Pacifics and Moguls in commutation and local service. The New York Central found them useful as a means of providing main line service to less traveled cities, as between Grand Rapids and Lansing, where they would be attached to a through train into Detroit, during which time long distance passengers moved to their through coach or sleeper. The Western Pacific used one as an adjunct to its *California Zephyr*, providing local *Zephyrette* service.

The early lightweight articulated trains were designed to attract passengers back to the rails at a time when Greyhound was offering cheaper fares on tax paid highways and airlines had gone from canvas covered aircraft to the DC-2, early Lockheed Electra and Boeing 247. The highways had also attracted car owners who planned their vacations by auto.

Ironically, heavyweight coaches and sleepers remained in service until the advent of Amtrak and VIA, well into the aircraft jet age and the era of Interstate highways. Many railfans claim they offered a better ride with their six-wheel trucks.

The new Swedish train offers the potential for all-weather service at faster than airline travel times between many corridor cities where highways are crowded and airports are severely congested. On routes offering a number of stops, the biggest problem is not strictly one of being able to go faster. Steam trains could go 120 m.p.h. years ago on brief spurts. The railroads must develop smooth riding trains with faster acceleration and deceleration and the ability to take curves at higher speeds than are now possible. The new technology developed in Sweden may be a good part of the answer. Wonder if the dining service on board offers chilled aquavit? Skol, Graham!

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Cover

The designers of lightweight passenger trains just may have learned their history lessons, for the new X2000 from Sweden seems to have avoided the problems that cursed the earlier lightweights dating back to the 1930s. Not only have these trainsets proven themselves in regular service in Sweden — and who can doubt the Swedish technology after the AEM7s? — but they have the capability of changing the consists without the problems of articulation. On its first press run, the X2000 paused in the snow at Lancaster, Pa., on December 10, 1992. See Karl Zimmermann's story on the X2000 on page 46. Kodachrome by Karl Zimmermann.

Symbolizing his administration's positive attitude toward Amtrak, then-candidate Bill Clinton donned an Amtrak conductor's hat and gave the "thumbs up" to photographer/locomotive engineer Sam Caliciotti at Newark, N.J., in August 1992 after the Democratic National Convention made him their nominee for president and he was en route to Philadelphia. Kodacolor: Sam Caliciotti.

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Fanmail

A tale of two SP units

Was pleased to discover two old friends on page 53 of the January '93 issue. That Yolo Shortline GP9 was purchased January 20, 1992, by the Folsom & El Dorado Railroad (a name as yet without rails), and is former SP 3803, a unit upgraded at Houston in 1977. Prior to that it was SP 3600, originally 5759 when built in March of 1957. Even the yellow paint can't hide that distinctive ancestry.

And the Lackawanna Railway 4202 is a bit more special. This was the Cotton Belt's very first GP35, the 760, delivered in January of 1964. I wonder who was the EMD rep on *that* job? It was not the first GP35 on the SP system, since the parent company was taking deliveries a month previously.

The 4202 was part of a noble experiment torpedoed by lack of funds. Espee had always had trouble with the GP35s, even though when they were working properly they generated plenty of ton-miles. One experimental unit was refitted with General Electric traction motors, and another carried Genesco electronics to replace the EMD switch gear. In an expensive attempt to resolve excessive engine maintenance costs on the turbocharged GP35s, SP in 1979 rebuilt five of them (SP 4160 and Cotton Belt 4200-4203) with normally-aspirated 16-645 engines, creating the functional equivalent of the GP38.

Along with the Dash-2 electrical cabinet SP routinely installed in this era, the 645 made a tremendous difference — at a small cost in over-the-road performance and a great cost in new parts. If photographer Benson had a chance to hear Lackawanna 4202, he would have heard the familiar non-turbo exhaust of sixteen LaGrange cylinders.

JOE STRAPAC
Bellflower, Calif.

FP10s by the numbers

The feature on Metro-North's purchase of MBTA FP10s was an interesting behind-the-scenes article. However, there was one error that should be corrected. Although it was rebuilt from ICG 1610, Metro-North 411 (ex-MBTA 1113) was originally GM&O 810A, not 809A. This error probably stems from the confusion created when ICG renumbered two F3As differently than they were originally scheduled to have been. GM&O 809A was to have been renumbered ICG 1610 but was instead retired in August 1977 and scrapped. GM&O 810A was to have been renumbered ICG 1612 but was actually renumbered ICG 1610.

CLIFF DOWNEY
Murray, Ky.

611 on Saluda correction

I got so excited by N&W 611's attack on Saluda that I inadvertently credited her with one extra car in her October 25, 1992, dash between Melrose and Saluda. For the record, she hauled, stalled and recovered with five coaches, not six.

After talking with the crew a week later, I learned they figured her lugging ability to be seven coaches on the 4.7% Saluda grade. Just to play it safe, though, they went for five.

If the 1218 ever gets a crack at Saluda, I'm told she's good for an incredible nine cars on the hill — solo! With Saluda's apparently dim future, an excursion with the 1218 would be a fitting end to this legendary grade.

JIM WRINN
Concord, N.C.

French for Pacific?

Mike Del Vecchio's report on Steamtown in the January '93 issue was good pictorially,

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graphically and in text. The CPR was always a very favorite of mine in steam days. The pictures of the doubleheader were also great. I think the best photo in the series is on page 83 showing CPR 4-6-2 2317 and CP's business car *Mt. Stephen*.

Please note that the obstructed running board locomotive number in this case shows 2-3-1 — that's French for Pacific (actually, 4-6-2, as Europeans count axles). Pretty classy!

C. HARVEY GARDNER
Scituate, Mass.

Hallstead, Pa.

Enjoyed the article on Steamtown in the January '93 issue with one exception. The line about the "neatly manicured field near Halstead" on page 82 should read Hallstead.

WILLIAM F. HALLSTEAD, IV
Baltimore, Md.

✏ *And this fellow should know, as the town was named for his Great, Great Grandfather William F. Hallstead who served on the Delaware, Lackawanna & Western from 1855 through 1899. He worked his way up from a construction foreman to a freight conductor to general manager, and he was regarded as "one of the best operating officials the DL&W ever had." In fact, the above note was written on letterhead updated from his great, great grandfather's* — M.D.

On Soldier Summit

The timing was perfect. The Snell and Wallace article about Soldier Summit in the January '93 issue fit perfectly with my own experience in the area. Whereas they were looking through their viewfinders in June, I was commuting over Soldier Summit in October.

In their comments about the Wasatch & Jordan Valley Railroad of 1873 becoming a part of the DRG&W they probably knew but didn't mention that this was a very unique three-foot-gauge line. It ran from a connection with the Bingham Canon & Camp Floyd Railroad, which connected with the then narrow gauge DRG&W, some 16 miles into Little Cottonwood Canyon. Though the W&JV had three National Locomotive Works engines, steam power only ran to Wasatch Junction. The last eight miles to the mines at Alta (mostly in a snow shed) and the branch to a quarry had their trains powered by mules and horses.

CARL M. LATHROP
Madison, N.J.

An attitude on Soldier Summit

The otherwise excellent article on Soldier Summit in the January '93 issue is marred by the "attitude" displayed by the authors toward the Southern Pacific, typified by the comment "a telephoto lens is a great tool for burying those unwanted SP units." Editorial license is inappropriate when it goes beyond nostalgia to sour grapes. There are at least as many SP fans as D&RGW fans among your readers. I, for one, prize those occasions (getting more frequent) when I find D&RGW originals or repaints in Texas. I wish that Snell and Wallace were as open minded. Change is the name of the game in railroading or railfanning.

Tell Del Vecchio that D&RGW did not "buy" the SP, as mentioned in the January VIDEOS, it was bought by Rio Grande Industries, the parent company.

ROBERT J. MacDONALD
Austin, Texas

Aussie cab-unit update

Having just received the October '92 issue I was delighted to see a photograph of the classic Victorian "B" class locomotives at South Dynon Motive Power Depot in Melbourne.

At present, there are only two "B" class locomotives left in service. Both are in the newer orange V-Line livery, the last Victorian Railways Erie-based liveried example being withdrawn about a month ago, the B75. The survivors, as mentioned in your news snippet, are used on outer suburban commuter services to the non-electrified des-

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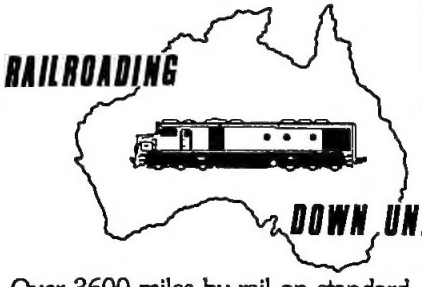

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RAILROAD AVENUE ENTERPRISES

tinations of Sunbury (Bendigo Line) and Melton (Western Line). They have also seen recent service on the isolated Frankston-Stony Point shuttle service to the southeast of Melbourne. It is interesting to note that their longevity is due to continued reliability and the flexibility of the double cabs. They will be withdrawn when their next major service is due or they fail in service.

Of the three classes of classic EMD bulldog nosed locomotives in service on V-Line, the "B," the "A" and the "S" are now on their way out. The "S" class, a single-ended unit similar to the U.S. E7 (Model ML3) were withdrawn earlier this year and placed in storage. There was a report that they may be bought back into service for the expected bumper wheat harvest in Victoria this year, but as yet, this has not occurred. The "A" class is just a rebuilt and repowered "B:" class, indeed they retain their original road numbers, e.g., B60 is now A60. They remain in passenger services and some freight services (particularly block oil trains to provincial centres, including Wodonga, Mildura, Horsham and Swan Hill).

GRAHAME LOWE
Victoria, Australia

On P&W M420s

Regarding the Providence & Worcester article in the November '92 issue, the purchase of the five M420s by the P&W was perhaps more significant than many readers might realize.

First of all, the locomotives were actually purchased by the State of Rhode Island with the proceeds from a state bond issue. This action was a very early example of local and state governments getting involved in the stabilization and expansion of branchline rail freight service. With the formation of Conrail, the wholesale abandonment of trackage that occurred during the 1970s and '80s, and the restructuring of the industry in general, this type of involvement has evolved from a few scattered instances to commonplace.

Secondly, the entrance of MLW into the U.S. market via this sale was intended to be the precursor of the creation of a licensee for MLW within the United States. This licensee would have been Morrison-Knudsen, whose involvement in the locomotive remanufacturing business developed from an association with MLW (U.S.) based at that time in Northbrook, Illinois. The first tangible result of this joint venture was the remanufacturing of the BN E-unit fleet recently retired from Chicago-area commuter service.

DAVID P. KORNFELD
Denville, N.J.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

BLOOMINGTON, ILLINOIS, through May 1993. McLean County Historical Society's museum exhibit "What's that coming down the line? The Railroad in the American Mind." Also special events, photo contest, films and a concert. Exhibit open Monday through Saturday 10am-5pm, until 9pm on Tuesdays. Admission $2, Tuesdays free. Contact: Mike Matejka, McLean County Historical Society, 200 N. Main Street, Bloomington, IL 61701, 309/827-0428.

THE *RENO FUN TRAIN* weekends through March 26. Consist of twelve Amtrak Superliner and Santa Fe hilevel coaches plus private car *Native Son* departs Oakland, California, 16th Street Station at 6pm Fridays with stops at Richmond, Martinez, Suisun and Sacramento before arriving Reno, Nevada. Return Sunday evening, except February 12-15 trip, which returns on Monday. Optional shuttle to Lake Tahoe via Truckee. Travel in

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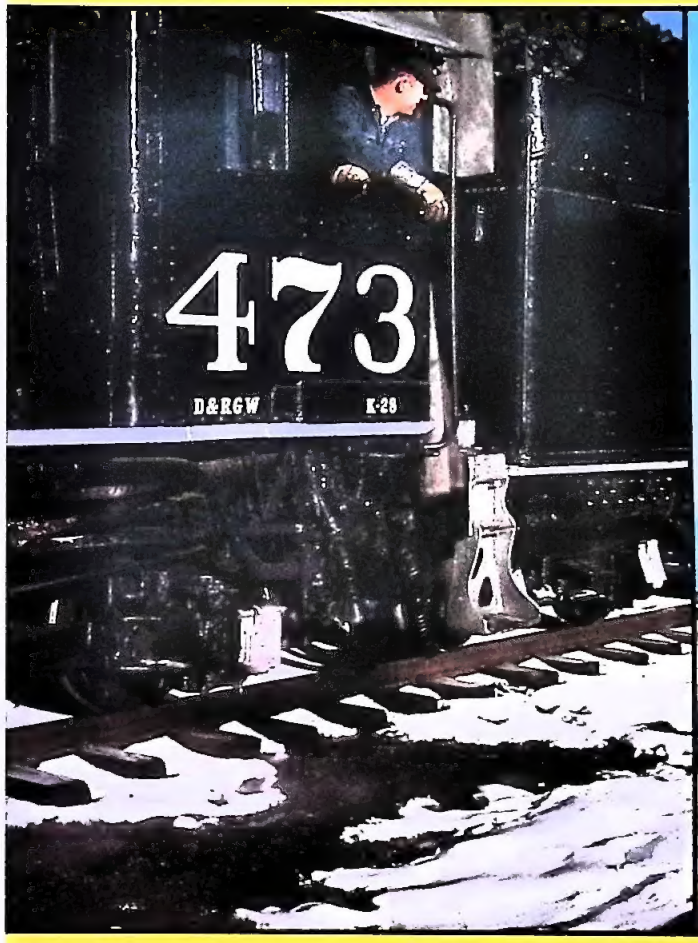

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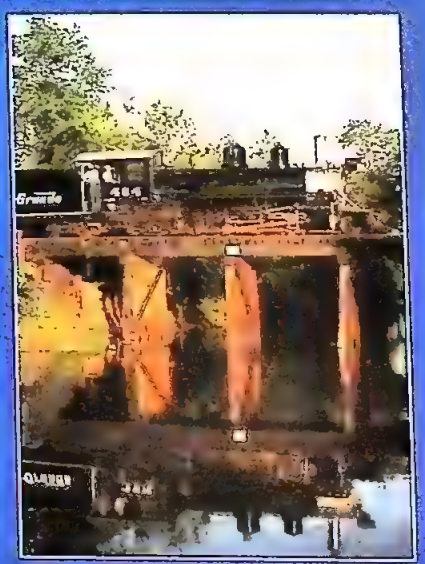

Photos by Tim Lab

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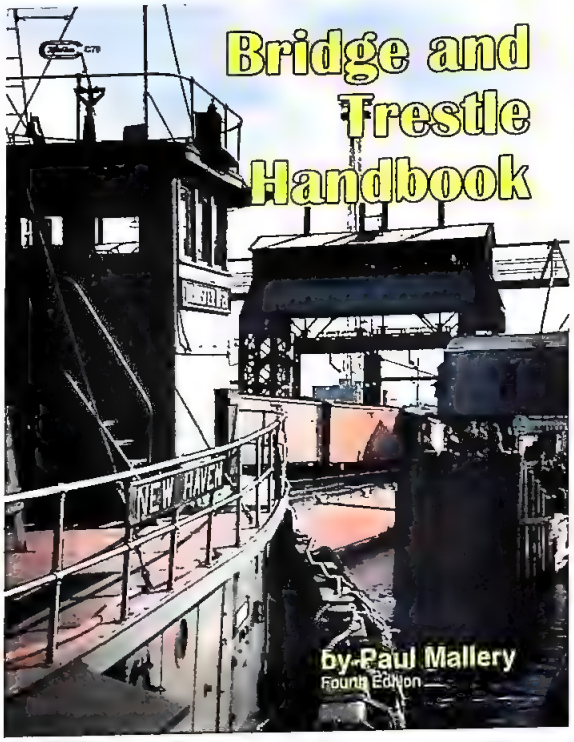

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DUNSMUIR, CALIFORNIA, February 12-13. Shasta Division Winter Rail Fair featuring railroad art, slide shows, swap meet, model exhibit, historic railroad videos and much more. Admission to all events plus discount coupons for food, lodging and souvenirs $5 in advance, $10 day of event. Contact: Dunsmuir Chamber of Commerce, P.O. Box 17, Dunsmuir, CA 96025; 916/235-2177.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following luxury rail tours out of Oakland, California, aboard open observation car *Virginia City* and either ex-*Super Chief* dome *Plaza Santa Fe* or sleeper *Cascade Nights*, coupled behind regularly-scheduled Amtrak trains. Fares shown are for one-way/round trip, and include all meals and drink.

February 20-21, Sacramento and Reno. $199/$299.

April 30-May 3, Tacoma (Mt. Rainier Scenic Railfan Day). $699/$1395; with MRS steam excursion $799/$1595.

May 8-9, San Luis Obispo and Los Angeles. $129/$199 (S.L.O.); $199/$299 (L.A.).

BOSTON, MASSACHUSETTS, February 20. Chartered Amtrak train to Brattleboro, Vt., via Palmer, Mass., on Conrail and Central Vermont. Optional mid-day activities. Adults $50, ages 4-12 $30, under 4 in lap free, continuation to Bellows Falls additional $5 adults and $3 ages 4-12. Contact: Mass Bay RRE, P.O. Box 4245-BV, Andover, MA 01810-0814.

CHATHAM, NEW JERSEY, February 20. **EastRAIL '93** multimedia slide presentations at Chatham High School, 255 Lafayette Avenue. Professional quality dual projector slide/sound presentations by top photographers. Included will be programs by Ken Rattenne, Steve Barry, John Sistrunk, Tom Carver and Doug Koontz, a 3-D show by Mitch Dakelman and feature presentation by Ted Benson on SP's sugarbeet trains. Hosted by R&R and *Railpace* magazines and sponsored by the Jersey Central Chapter NRHS. Doors open at 10:30 a.m., shows begin at 11; mid-day lunch break and programs until 7pm. Admission $12 for adults and $8 for ages 16 and under. Free bus connection will be provided to NJ Transit Chatham station and for lunch runs. Contact: JCRHS EastRAIL, P.O. Box 700, Clark, NJ 07066 (SSAE, please). Phone R&R office: 201/383-3355.

STOCKTON, CALIFORNIA, March 6. **Winterail '93** Railroad Photography Exposition and Railroadiana Show & Sale at the Scottish Rite Temple, 33 West Alpine Avenue, 9am-10:30pm. Featured photographers for this 15th annual show include Greg Brown, Phil Gosney, Glen Icanberry, John Kirchner, Robert Larson, Mitch Nelson, Jack Neville and Scott Snell. Show hosts Dave Stanley, Vic Neves and Brian Rutherford will also present shows. For ticket and general information send SASE to: Vic Neves, Winterail '93, P.O. Box 23721, Oakland, CA 94623-9991. For Railroadiana Show & Sale information and table reservations send SASE to: Dave Stanley, P.O. Box 30661, Stockton, CA 95213-0661.

LINCOLN, NEW HAMPSHIRE, March 15-30. Maple Sugar Train on the Hobo Railroad departs 1 and 3pm. Outdoor boil-down of syrup with samples and snacks. Fare $10.95. Contact: Hobo Railroad, P.O. Box 9, Lincoln, NH 03251; 603/745-2135.

BOSTON, MASSACHUSETTS, March 20. "Sugartime Special" chartered train to White River Junction, Vermont, via Conrail and CV. Depart South Station 8am with additional boarding in central Massachusetts. Train fare, lunch and activity: adults $55, ages 5-16 $40, under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

CANADIAN SUPER TOUR March 24-April 24. Twenty trains on CN, CP, Algoma Central, BCR and ONR. Four transcontinental trips, Nova Scotia round trip, 2 mixed freights, 7 high-speed LRCs, northwoods RDC, 4 suburban systems, Toronto tower and trolleys, caboose and cab rides and more. $2993. Contact: T-Rail Train Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

EAST TROY, WISCONSIN, April 26-27. 6th Annual Trolley Festival at East Troy Electric Railroad Museum. Operation of entire fleet of restored trolleys, locomotives, work cars, etc. plus films and videos. 13-mile round trip is the longest of its type in the country. Adults $10, ages 5-11 $6. Contact: Friends of East Troy Railroad Museum, P.O. Box 466, East Troy, WI 53120; 414/548-ETER.

CHAMA, NEW MEXICO, May 22. Cumbres & Toltec Scenic mixed freight and passenger train to Big Horn and return with several photo runbys. Possible doubleheader if ticket sales warrant. $80.00 (includes box lunch). Contact: Friends of the C&TS, P.O. Box 222, Chama, NM 87520; 505/756-2554 or 303/226-0809.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive &*

Railway Preservation [illegible] Richmond, VT 05477 (802/434-2351) [illegible] for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

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TEFS LIMITED, 169 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

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TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following tours:

Devil's Nose Spectacular, June 26-July 2. Hardcore railfans photo study of Ecuador's Guayaquil & Quito; Baldwin steam in the Andes. From $1695.

Steam in the Andes, August 14-27. Tour of entire Guayaquil & Quito Railroad with 11 trains, 7 with Baldwin steam. From $2745.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

February 6-7, Fort Worth, Texas. Fort Worth/Tarrant County Convention Center, 1111 Houston Street.

February 6-7, Pomona, California. L.A. County Fair & Expo Complex, White & McKinley avenues.

February 13-14, Cincinnati, Ohio. Cincinnati Convention Center, 6th & Elm streets.

February 20-21, Nashville, Tennessee. Nashville Municipal Auditorium, 417 4th Avenue North.

February 20-21, San Diego, California. San Diego Concourse, 202 C Street.

February 27-28, Columbus, Ohio. Franklin County Veterans Memorial, 300 West Broad Street.

March 6-7, Kansas City, Missouri. Kansas City Municipal Auditorium, 14th & Central Avenue.

March 13-14, Omaha, Nebraska. Omaha Civic Auditorium, 1804 Capital Avenue.

March 20-21, Portland, Oregon. Multnomah County Expo Center, 2060 North Marine Drive.

March 27-28, Birmingham, Alabama. Birmingham/Jefferson Civic Center, One Civic Center Plaza.

March 27-28, Las Vegas, Nevada. Cashman Field Center, 850 Las Vegas Boulevard North.

April 3-4, Dayton, Ohio. Dayton Convention Center, 22 East Fifth Street.

April 3-4, Phoenix, Arizona. Arizona State Fairgrounds, 1826 West McDowell Road.

April 17-18, Louisville, Kentucky. Commonwealth Convention Center, 221 Fourth Avenue.

April 24-25, St. Paul, Minnesota. St. Paul Civic Center at I.A. O'Shaughnessy Plaza.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Monroeville, Pennsylvania, February 6-7. Pittsburgh Expo Mart.

Richmond, Virginia, February 13-14. Virginia State Fairgrounds.

Buffalo, New York, February 21-22. Hamburg Fairgrounds.

King of Prussia, Pennsylvania, March 13-14. Valley Forge Convention Center.

Timonium, Maryland, March 20-21. Timonium Fairgrounds.

Hackensack, New Jersey, March 27-28. Rothman Center, Fairleigh Dickinson University.

Wilmington, Massachusetts, April 3-4. Shriner's Auditorium.

Burke, Virginia, April 3-4. Lake Braddock High School (Sunday 1-5pm).

WEST SPRINGFIELD, MASSACHUSETTS, February 6-7. Railroad Hobby Show at Eastern States Exposition Better Living Center on Memorial Avenue, 10am-5pm. Admission $4, ages 5-12 $1, under 5 free. Contact: Robert A. Buck, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-5318.

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-1749) will host hobby shows at the following locations on dates shown, 10am-4pm. Adults $2.50, students and seniors $2, family $5.

Parma, Ohio, February 7. 6285 West 54th Street.

Kirtland, Ohio, February 20. 9152 Chillicothe Road.

Rocky River, Ohio, March 13. 3850 Linden Road.

NEW CASTLE, PENNSYLVANIA, February 7. 4th Annual Penn-Ohio Train Expo at Scottish Rite Cathedral on Lincoln Avenue, 10am-4pm. Admission $3, under 12 free. For details phone: 412/667-7448.

BURLINGTON, VERMONT, February 13. Burlington Railroadiana Meet at Burlington Memorial Auditorium on U.S. Route 2/Main Street, 10am-4pm. Adults $3, under 12 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157

JACKSONVILLE, FLORIDA, February 13. Southeastern Railroadiana Collectors 14th Annual Railroadiana/Model Train Sale & Trade Show at Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Admission $3, 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

FORT MYERS, FLORIDA, February 13-14. Railroad Days at Centennial Park featuring railroadiana, live steamers, antique car parade and more. Contact: Kent E. Schneider, 813/332-RAIL.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train and hobby show on date shown. Admission $3, 12 and under free.

Charlotte, North Carolina, February 13-14. Grady Cole Center, 310 N. Kings Drive.

WALLINGFORD, CONNECTICUT, February 14 and March 28. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

CLASSIC TRAINS & EXHIBITIONS will host its train show at the following locations on dates shown. Admission $2, under 13 free, tables $15-20. For more information, contact Jon Emil Ulbright and Glenn Groff, 3385, Brigadoon Circle SW, Dalton, OH 44618.

New Philadelphia, Ohio, February 14, Kent State University Student Union, University Drive.

Sandusky, Ohio, February 21. Radisson Harbour Inn, 2001 Cleveland Road

Cuyahoga Falls, Ohio, February 28. Sheraton Suites, 1989 Front Street.

Parkersburg, West Virginia, March 7. Holiday Inn, U.S. Route 50.

Wooster, Ohio, March 14. Fisher Auditorium, State Route 302.

Canton, Ohio, March 21. Canton Hilton, 320 Market Avenue South.

Newark, Ohio, March 28. OSU/Central Ohio Technical College on Country Club Drive, 1 mile north of Route 16.

Pittsburgh, Pennsylvania, April 4. Sheraton Inn Pittsburgh North, 910 Sheraton Drive North.

Massillon, Ohio, April 18. Massillon Knights of Columbus Hall on Cherry Road NW.

Youngstown, Ohio, April 25. Holiday Inn Metro Plex Centre, I-80 & Belmont Avenue.

PHOENIX, ARIZONA, February 20. Sahuaro Central Everything Railroad Swap Meet at BCI Bingo Hall, 1210 East Indian School Road, 9am-1pm. Admission $2.50, children free with adult, tables $12 in advance, $15 at the door. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

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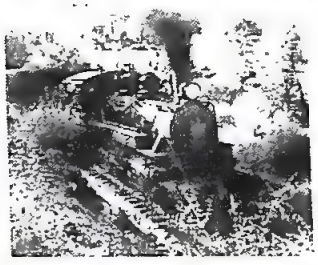

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GILBERTSVILLE, PENNSYLVANIA, February 21. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7 Box 792, Boyertown, PA 19512; 215/367-7857.

RICHMOND, INDIANA, February 21. Bill Hime Memorial All Train Flea Market at National Guard Armory, 1200 West Main, 10am-3pm. Railroadiana, antiques, tinplate, models in all scales, food and drink. Admission $2, under 12 free with adult, tables $10 in advance. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

FRANKLIN SQUARE, NEW YORK, February 21 and March 21. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin, NY 11010; 516/775-4801.

WESTPORT, MASSACHUSETTS, February 27. Rail-a-Rama XV at White's Hospitality Center, Routes 24 & 195, 10am-4pm Adults $2, ages 5-12 $1, under 5 free. SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136

MAYFIELD VILLAGE, OHIO, March 6. New York Central System Historical Society 23rd Annual Spring Meeting and Railroadiana Show & Sale at Holiday Inn, 780 Beta Drive (off Wilson Mills Road at I-271) 10am-4pm. Admission $2, NYCSHS members $1. Send LSASE to: Jerry Skully, 5183 Eastover Road, Lyndhurst, OH 44124.

MAYFIELD VILLAGE, OHIO, March 6. Railroad Show & Sale at Holiday Inn, 780 Beta Drive, 10am-4pm. 1800 square feet of memorabilia. Admission $2, under 14 free, New York Central System Historical Society members $1, tables $20. Contact: Gerald Skully, 5183 Eastover Road, Lyndhurst, OH 44124; 216/461-0847 after 6pm.

BURNABY, BRITISH COLUMBIA, March 14. Western Rails Railroad and Railroadiana Show & Auction at 9523 Cameron Street, 9am-4pm. Contact: P. Roy, 3874 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292.

CLARK, NEW JERSEY, March 14. Train Show & Sale at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle (exit at circle and follow signs) 9am-3:30pm. Admission $4, under 12 free. Contact: Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066; 908/665-4018.

FORT WAYNE, INDIANA, March 20. Train & Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

ST. LOUIS, MISSOURI, March 20. McDonnell Douglas Railroad Club Railroad Swap Meet at Greensfelder Rec. Complex at Queeny Park, 550 Weidman Road, 10am-4pm. Admission $1, under 12 free, tables $12. Contact: Wayne Schimmel, Route 1, Box 512, Winfield, MO 63389; 314/564-6451 after 6:30pm Central Time.

LONDON, ONTARIO, March 27. Forest City Railway Society 19th Annual Slide Trade & Sale Day at All Saints' Church, Hamilton at Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, RR 3, Ingersoll, Ontario N5C 3J6; 519/485-2817.

WINTER GARDEN, FLORIDA, March 27. Florida Chapter NRHS Railroadiana, Model and Toy Train Show & Sale at Tanner Auditorium, West Garden Avenue on Lake Apopka, 10am-2pm. Admission $2, under 12 free. For information send SASE to: David Rhea, 906 Center Street, Ocoee, FL 34761.

MOUNT CLEMENS, MICHIGAN, March 28. Gratiot Valley Railroad Club Spring Swap & Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.25, 12 and under free. Contact: GVRC, P.O. Box 214, Mount Clemens, MI 48043.

ELMONT, NEW YORK, March 28. St. Vincent DePaul Parish Train Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Admission $5, under 12 free with adult. Contact: Frank Deorio, 1500 DePaul Street, Elmont, NY 11003, 516/352-2127

GLEN ELLYN, ILLINOIS, March 28. 12th Annual Chicagoland Railroadiana Show at College of Du Page Athletic Building, 22nd Street & Park Boulevard, 10am-3pm. Over 300 tables. Admission $3, under 12 free. For table information send LSASE to: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631.

EMPORIA, KANSAS, April 3. Kansas Central Division Train Meet at Emporia State University Memorial Union, 9am-3pm. Admission $3. Contact: Ted Fuller, R.R. 1, Box 258-A, Emporia, KS 66801; 316/342-3578.

KINGSTON, ONTARIO, April 3-4. 4th Annual Rail-O-Rama at Portsmouth Olympic Harbour, 54 Yonge Street, 11am-5pm. Adults $3, seniors $2, children $1. Contact: Gary Haggart, 109 Fairview Road, Kingston, Ontario, Canada K7M 3B2; 613/548-3294.

LIVINGSTON, MONTANA, April 17. 3rd Railroad Swap Meet at NP Depot, 10am-4pm. Admission $1, under 10 free. Contact: Cynthia Moses Nesmith, Livingston Depot Center, Box 1319, Livingston, MT 59047; 406/222-2300. Great railfanning on MRL at nearby Bozeman Pass.

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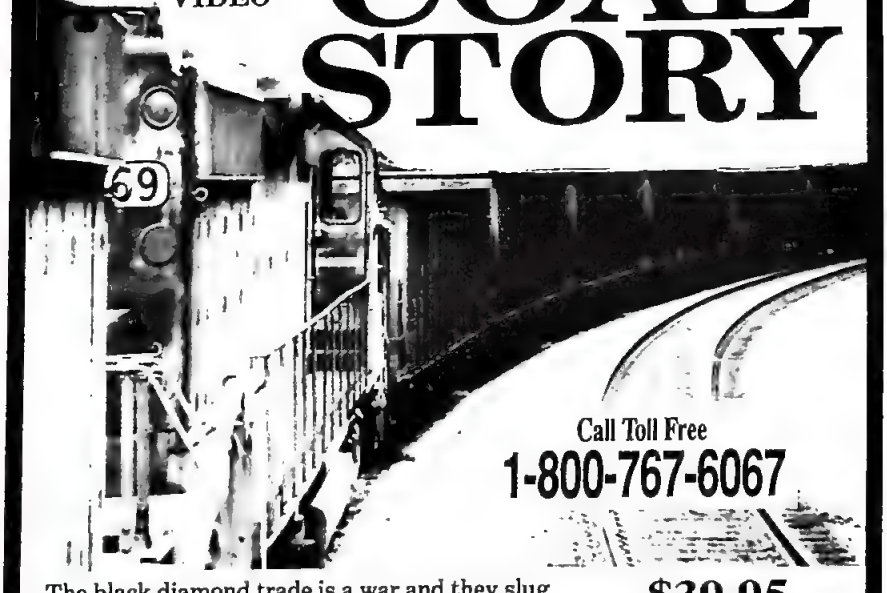

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Francis J. DiFalco

Frank DiFalco, the author of this month's feature on the Milford-Bennington Railroad, was born in 1946 and lived in Haverhill, Massachusetts, within sight of the Boston & Maine's Boston-Portland main line until 1964. Early years of railfanning included RDC trips to the B&M's Boston Engine Terminal to photograph B&M maroon and yellow F2s and switchers, and then on to the New Haven's South Station and Dover Street Yard where FL9s were brand new and kept company with FAs, PAs and Alco high hood switchers.

Attending New York Institute of Photography in 1965-1966 allowed access to New York City area railroads and especially Central Railroad of New Jersey's Communipaw engine terminal, which was a living museum of FMs, Alco RS's, commuter-equipped GP7s and Baldwin cabs. Train rides on the New Haven to Pittsfield, Mass.; on the Long Island to spend a day at Nassau Tower; on the Pennsy down to the Long Branch and the CNJ to various locations were interspersed with forays to most of the engine terminal locations in the Manhattan area to form a very intensive railfan experience.

Frank has lived in Maine since the early 1970s, where Maine Central operations have become as familiar as his favorite Boston & Maine's. His most recent move was to Portland, where he maintains an office in the former Maine Central headquarters building. He graduated Magna Cum Laude from the University of Southern Maine in 1985.

He worked for several years as a photographer for the Brunswick, Maine, *Times Record* and is currently a self-employed photographer as well the staff photographer for *Portland Magazine*. He is currently editor of the Railroad Enthusiasts' *RRE Journal*, a job he thoroughly enjoys.

He has also taught adult-education photography courses for over 15 years, and in one of his darkroom classes he met student Dr. Debra Givin, whom he married in 1987. Her veterinary practice, "The Cat Doctor," Maine's first feline-exclusive veterinary practice, is located in the former Portland Terminal Tower X, which controlled the interlockings for the north end of Portland, including Portland Union Station.

Frank has recently switched from medium format black & white to 35mm slides for the bulk of his railfan photography. He is a big fan of Nikon and shoots with both F3s and

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Calendar Call

A favorite item from the large selection of railroad calendars from Charles Ditlefsen and CEDCO Publishing is the 5"×7" spiral bound "Those Magnificent Trains 1993" datebook. Nearly every one of the week-at-a-glance pages is paired against a facing page dedicated to a beautifully printed color photo (36 in all) and brief caption. The terrific variety of steam and diesel subjects from the past and present includes the Rio Grande Ski Train, Pittsburg & Shawmut SW9s popping out of Mahoning Tunnel, a Sacramento Northern "Juice Jack" crossing the Yuba River, GN Fs in Minnesota, an Amtrak Turboliner along the Hudson River, a CB&Q E-unit in Wyoming's Sheep Canyon, an NYC Niagara 4-8-4 with a long mail train, [illegible] Fe Super Fleet GP60Ms on Tehachapi [illegible] much more. Leading off CEDCO's line of all-color 12"×24" foldout wall calendars is the "Those Magnificent Trains 1993 Calendar" with a Milwaukee Road Bipolar in the snow, Nevada Northern 4-6-0 No.40 leading a 1955 excursion, Amtrak along the Columbia River, an Indiana Railroad E-unit on the Lake Lemon Bridge and more. For the "narrow-minded" there's CEDCO's "Colorado Narrow Gauge 1993 Calendar," produced in cooperation with the Colorado Railroad Museum. It features Rio Grande 480 easing limestone loads down the upper Garfield switchback on the Monarch Branch, Rio Grande Southern "Work Goose" No.6, RGS 4-6-0 No.20 taking water at Hesperus in 1951, rotary snowplow OM working east of Chama in 1974 and other such scenes. CEDCO's "1993 Howard Fogg's Trains" calendar is illustrated with colorful reproductions of the noted artist's oil and water color renditions of dramatic railroad action like an NP Z-5 2-8-8-4 battling the 1.5% of Fryburg Hill in the North Dakota badlands; UP DDA40Xs along the Columbia River; narrow gauge Rio Grande Ten-Wheelers doubleheading out of Embudo, New Mexico, to attack the 4% of Barranca Hill; a KCS 2-10-4 in the Ouachita Mountains and a steam helper shoving Santa Fe freight away from Cajon station and across the dry bed of Cajon Creek. The calendar also includes the dates of the paintings and their owners, such as the Illinois Central 4-8-2 2516 done in 1972 for TP&W President Bob McMillan, a former ICRR engineer. CEDCO's datebook and calendars sell individually for $12.00, or

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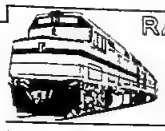

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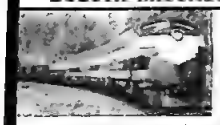

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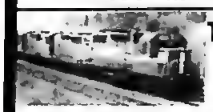

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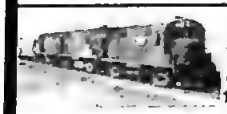

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From Audio-Visual Designs comes the "1993 Railroad Appointment Calendar," which folds out vertically to 11"×17" with color photos from the past and present nicely printed on heavy, coated pages. Classic steam subjects include a UP Big Boy fueling at Harriman, Wyoming, and a Maine Central 2-8-0 on the move, but the diesels provide the most color with CSX Dash 8-40CWs departing Cumberland, Rio Grande Geeps framed beneath a rainbow in the Utah desert, an SP Tunnel Motor and SD45 moving freight down the Carquinez Strait, an Amtrak FL9 racing down the Hudson River and a Santa Fe GP20 in the SPSF scheme passing a Texas farm. And for electric buffs there's a Deseret-Western Railway E60C. It sells for $7.75 postpaid in the U.S. (foreign orders add 15%, N.Y. res. add tax) from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

One of the nicest large-format (14"×21½" color calendars we've seen is the all-color "Railroading! 1993 Calendar" from Gary Dolzall, who has combined his own creative work with that of several other noted photographers in a format that uses one main photo on the upper flap and a related inset photo and elaborate caption beneath the date blocks on the lower flap. An excellent print job does justice to such scenes as Santa Fe Super Fleet GP60Ms climbing Cajon Pass, SP *Daylight* 4-8-4 4449 in San Timoteo Canyon, an Amtrak E60 curving through Elizabeth, GM&O Fs and SDs, Conrail helpers shoving tonnage around Horseshoe Curve in autumn, BN battling winter on Marias Pass and more. It sells for $10.95 plus $3.50 shipping from Tide-Mark Press, P.O. Box 280311, East Hartford, CT 06128-0311. MasterCard and VISA orders may be phoned in at 800/338-2508 9:00 a.m. to 5:00 p.m. Eastern Time.

The 11"×17" "New Haven Railroad 1993 Calendar" packs a diverse selection of subjects in color scenes dating back as far as the 1940s. Electric locomotives dominate, with an EP2 panned in the snow, an EP5 at Stamford and an EF3a hauling TOFC toward the Bronx. Also present are RDCs, FAs and baby-faced Baldwins, plus Connecticut Co. Car 1861 in New Haven. It sells for $6.95 plus $1.50 shipping from NHRHTA, 11 Bassett Road, Branford, CT 06405.

The 11"×17" "SideTracked 1993" is not your ordinary railroad calendar. In each color photo, young women in bathing suits are the main subject, posed in, on and around locomotives and other equipment or reclining under the sun as freights rumble by — shades of Freeman Hubbard's era at *Railroad* Magazine. The most recognizable shot as a railfan location has a girl standing beneath Maiden Creek bridge as Blue Mountain & Reading's 4-6-2 425 passes overhead. It sells for $10.95 plus $2.00 shipping (Pa. res. add 6% tax) from J&M Railroad Specialties, P.O. Box 391R, Armagh, PA 15920.

Traction Publications **by Joe L. Diaz**

NORTH AMERICAN LIGHT RAIL ANNUAL AND USERS GUIDE FOR 1992 is an attractive 64-page 8½"×11" softbound book with 70-plus interesting photographs, black & white and color. Reproduction is excellent, and the caption material is well done and satisfying. This informative publication covers all the new and recent light rail operations in North America. With an introduction by George Krambles, we go on to the new Baltimore line. Accompanied by excellent photographs, a detailed route map, the planning of the system and its construction, the reader is treated to the story of "what went before" including photos of the railroad operation in the area. Also included is a scale drawing of the new cars with their technical details. Other chapters afford a fascinating view of the West Coast operations, the technology of Low Floor Cars and an explanation of "What the Heck is Light Rail, Anyway?" by Technical Editor Richard R. Kunz. The emerging systems and those evolving — St. Louis and Toronto — are well covered and illustrated. Included is a listing of all the light rail vehicles in service in North America, along with details of the builder, propul-

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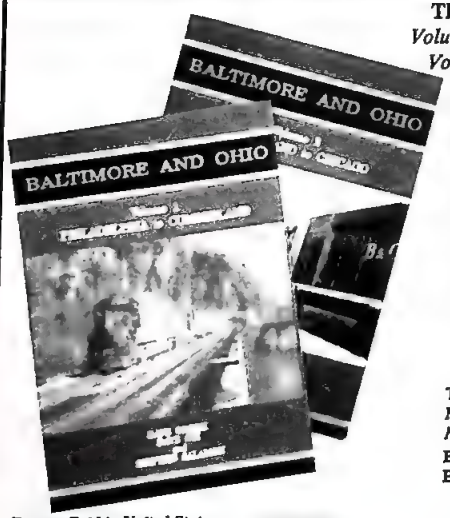

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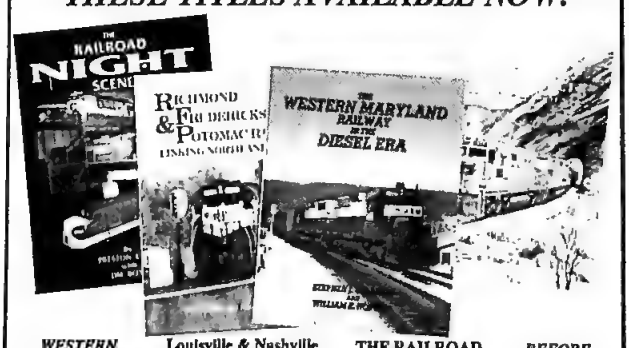

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sion, dimensions, seating and the number of units employed, along with notes.

There are 32 maps, both trackage and route, some full-page in size, along with charts and graphs and sections covering Heritage Trolley lines. We understand that this publication was an instant best seller and that it is even possible it will be out of print and unavailable at your usual dealer source. We advise that you make a point of inquiring around. In any case, a 1993 edition is planned, hopefully to be available early in the year. It will certainly be worth your effort. Available from Interurban Press, P.O. Box 6444, Glendale, CA 91225 for $9.95 plus $2.00 shipping.

Book Reviews

Conrail Motive Power Review 1986-1991 by Paul K. Withers, published by Withers Publishing, 528 Dunkle School Road, Halifax, PA 17032; 252 8½"×11" pages, hardcover; $48.00 plus $2.50 shipping (Pa. res. add 6% tax).

Not to be confused with the similarly titled Gordon Lloyd & Louis Marre book mentioned in the September issue, this coverage of Conrail locomotives by Paul Withers accomplishes the task in one volume. Its opening section on the history of Conrail summarizes the changes that have shaped the railroad from its 1976 merger to the introduction of "Conrail Quality" logos on today's wide-nose Dash 8-40CWs (C40-8Ws in Conrail nomenclature), plus the many changes in route mileage and corporate management along the way. This section ends with a one-page roster covering the years 1986-1991, with references made as to pre-Conrail ownership. It all serves to justify the book's rather strange period of coverage, 1986-1991, since this was a time when Conrail finally achieved profitability, fought off at least one threatened takeover, seemingly welcomed competition in the Northeast market from CP Rail and purchased 232 new units, mostly six-axle GEs.

The remaining 240 or so pages are devoted to the rosters, which are divided into chapters on EMD road freight units, GE road freight units, EMD and GE road switcher units, EMD yard switcher units, motor trailer (slug) and passenger units and the business car fleet. At the head of each chapter is a subdirectory telling which page begins the coverage for a specific locomotive model. Each model-by-model section begins with a one-page roster by individual road number, with builder's date and number, pre-Conrail owner and number (where applicable) and other minor notations. Then come several pages of black & white photos of the particular model, many with captions that mention interesting spotting features. There's a pretty even mix between basic three-quarter roster views, action scenes out on the road and tight closeups on noteworthy external details. Nearly all of the photos were taken by author Withers, many in and around the motive power hub of Enola, Pa., and they're nicely printed overall. The book's only color photo is the dust jacket shot of new Conrail Quality Dash 8-40CWs.

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Locations for some of the neater scenic photos include Rockville Bridge and the Gallitzen Tunnels, but in the case of Conrail freight units, location is everything. Conrail fans in the Northeast have always known of one route where you could get away from the routine of six-axle EMDs: the former Boston & Albany between Selkirk, N.Y., and Boston. For almost a decade it's been quite rare for SD40-2s or SD50s to wander onto this line. Judging by the photos in this book, New England photographer Jack Armstrong has done a fine job chronicling the pure sets of C30-7s, C30-7As, C32-8s, C36-7s, C39-8s, C40-8s and wide-nose Dash 8-40CWs that have chugged their way through the State Line Tunnels and over the tough grades of Washington Hill in the Berkshires of Massachusetts.

A close scan of the photos and model designations reveals more units which dispel the assumption among railfans west of the Mississippi that Conrail is just "big, bland and blue." Have you SP and Rio Grande types ever seen Conrail's GP15-1s with their Tunnel Motor-style side air intakes and rooftop radiator grilles? Conrail also had 75 GP9s rebuilt as GP10s, some with chopped noses. And at terminals systemwide there are still SW900s, SW1001s, SW1200s and SW1500s hard at work. Because the coverage reaches back to 1986, there are listings for several models that have since been retired.

This is a very timely survey of a locomotive fleet that retains certain characteristics of its pre-merger heritage while also including examples of the very latest in technology, all on a railroad that still knows how to keep its motive power clean — B.K.

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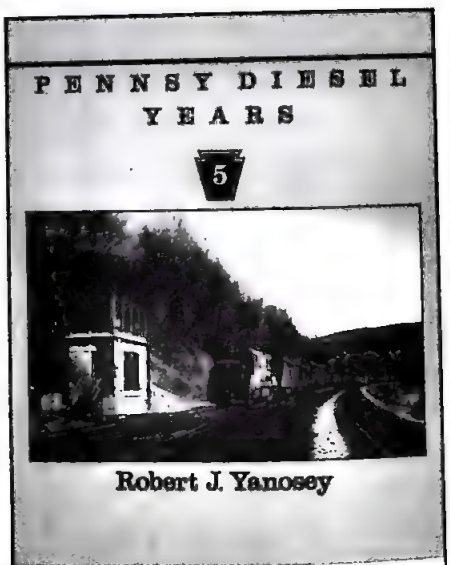

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Lloyd Ralston Toys is pleased to be able to offer three wonderful collections for March. They are a collection of vintage toys, railroadiana from the Railway and Locomotive Historical Society, and the toy train collection of the late Ray Hawkins, #HR-67-2029, a TCA chapter president. Toy trains includes Marx sets. Lionel postwar including many rare and desirable pieces. Many prized examples of Lionel MPC and modern era. Prewar std gauge and AF prewar round out this incredible sale. Railroadiana includes a large mechanized display of a NY Central Hudson, original highballs and clerestory glass, many framed locomotive prints and photos, an original locomotive bell, an Otto Kuhler signature plate, hand etched 1800's lanterns– O.C.R.R., B & M.R., M & L.R.R., C.R.R., etc., Monogrammed conductor's lanterns, gauge lanterns, patent models, tourches, boiler plates, paterns, paper weights & a locomotive station ornament marked 1847 made of solid brass and wood(photoed). Toys to be sold on Friday. A *fully*-illustrated catalog will be available in February. The cost is $18. Send for yours *today* at Lloyd Ralston Toys, 173 Post Road, Fairfield, CT 06430. Phone 203-255-1233

Gotham Turnstiles by John Henderson, published by H&M Productions, 193-07 45th Avenue, Flushing, NY 11358; 96 8½"×11" horizontal pages, softcover; $33.95 plus $3.00 shipping (N.Y. res. add 8.25% tax).

John Henderson has seemingly done the impossible by successfully authoring an all-color album on metropolitan New York's rapid transit systems. Never mind that the majority of Gotham's rolling stock was, in the words of a local politician, "the color of dirt." Henderson manages to blend, instead, bright cityscapes and a few colorful paint schemes into a visually satisfying book.

Set in the New York City of the 1950s and '60s, we're taken on a nostalgic rail tour when it was still fun and *safe* to ride the subway. The lines covered are the Hudson & Manhattan, New York City's subways and Els, Newark's PCCs, Staten Island Rapid Transit and the N.Y. Transit Authority's common carrier, the South Brooklyn Railway. There's a good mix of roster, action, El and tunnel views. Work trains, maintenance shops and even diesel units are covered, too.

Most photos are remarkably sharp and vivid outdoor Kodachromes. The relatively few colorful liveries pictured are highlighted by a classic lineup of aqua blue World's Fair trains beside a brand new Shea Stadium.

Although *Gotham Turnstiles* might not be a Western railfan's first pick, there are eight million people in the "Naked City" who'll love it — TOM SAVIO.

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BY JAMES D. PORTERFIELD

Clara's On-The-River

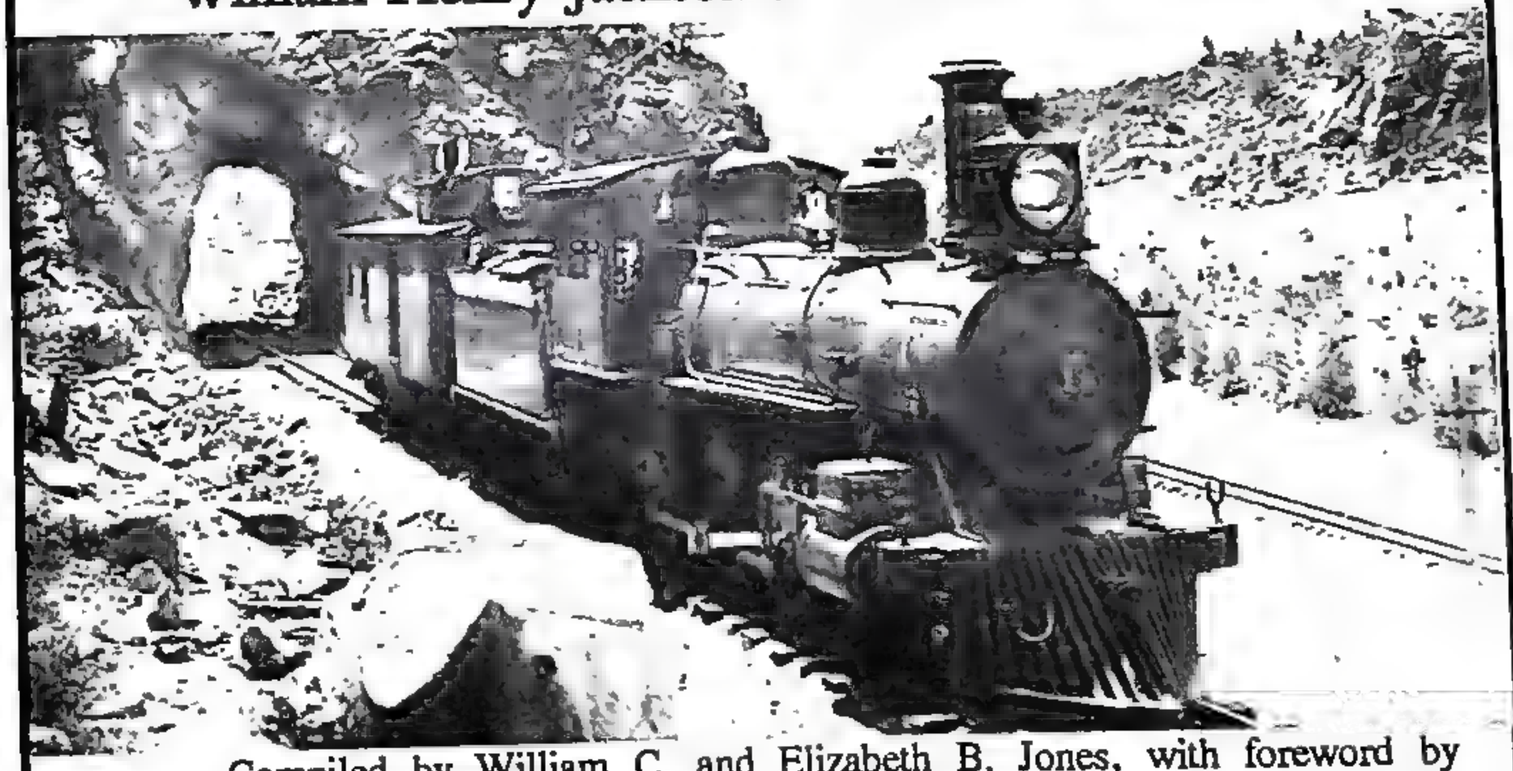
Before dining cars became common in the consists of long-distance passenger trains, said trains stopped for 20 minutes at selected stations to let the passengers detrain and eat in a station eating house. Such an event was often memorable, as when one ate the famous homemade vanilla ice cream at Altoona, Pennsylvania's Logan House along the Pennsy main line or drank a "glass of fresh milk with a big thick layer of cream on it" at the Johnston Brothers' eateries along the New York Central. Savvy railroad executives realized passengers so served would continue their trip with a pleasant memory, reinforce it by telling friends and use it as a reason to ride their railroad again. Fred Harvey built his fame and fortune doing the idea to perfection in the Harvey Houses along the Santa Fe main line — who could forget a piece from a pie of five cuts, not the customary seven?

Today, railroad stations are increasingly being recycled to once again serve as eating houses — but ones with a difference. Often ideally located in the heart of town, whether it's St. Louis, Missouri, or Cochranton, Pennsylvania, (that's not a typo, look it up) they are now known in the parlance of restaurateurs as "destination properties." If the innkeepers are right, you might want to make as one of your destinations the recently (June 1992) opened Clara's On-The-River in Battle Creek, Michigan.

The Michigan Central Railroad's Battle Creek depot was designed by Detroit architects Rogers & McFarlaine, one of several stations they created between Detroit and Chicago for the railroad. Built in the Richardson Romanesque style, with its emphasis on horizontal lines, simple silhouettes and uniform large-scale details, the depot features to advantage the distinctive patterns and design motifs of Lake Superior red sandstone. The diminutive station is arguably the most perfectly scaled small city depot in America. Put into service on July 27, 1888, it was acquired by the New York Central Railroad in 1918 and continued open long enough to serve Amtrak until it closed in 1983.

Now lovingly restored at a cost of over $1 million, it shows the care owners Pete Jubeck and Ross Simpson have for their properties. Perhaps it was the spirit of railroaders past inhabiting the grounds, but on a recent visit to Clara's, this writer's thoughts couldn't help turning to the eating house and to won-

William Henry Jackson's COLORADO



Compiled by William C. and Elizabeth B. Jones, with foreword by Marshall Sprague. First published in 1975, this oversize photographic tribute to the west's most renowned pioneer photographer quickly became a best seller. We have acquired the original plates and added an additional chapter containing many of Jackson's superb railroad images, including several of the chromolithographs reproduced in full color. The photo captions have been expanded to include much more historical information in this 208 page 9X12 hardbound book with full color jacket. $39.95

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The Clinchfield Railroad at one time owned five of the big UP Challenger engines which were used to haul Appalachian coal and, once a year, the *Santa Claus Special.* UP and CSX, in a joint effort, worked to bring a Challenger back onto Clinchfield rails again.

UP 3985 underwent a special name and numbering change for the event. Leaving Union Pacific rail in Memphis, Tennessee, the Challenger traveled to Huntington, West Virginia, where it was converted to "Clinchfield 676." Following the *Santa Claus Special*, "Clinchfield 676" ran an employee special out of Kingsport.

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Camera Bag

BY JIM BOYD

Your "Photo Philosophy"

They say that what goes 'round comes 'round, and that was recently the case with me. Back in the mid-1960s Mike Schafer and I gathered up some railfan friends in Rockford, Illinois, to found the North Western Illinois Chapter of the NRHS. In 1974, not long after I had moved to New Jersey, the chapter published a well-received 48-page softcover book entitled *The NWI Guide to Railroad Photography*.

In late November 1992 I received a letter from Mike Schafer advising that NWI Chapter member Mike Blaszak is working on an updated and expanded version of the book to be published in mid-1993. Andover Junction Publications (partners Steve Esposito and Mike Schafer) will be producing the new edition, and Mikes Blaszak and Schafer were soliciting a variety of well-established railfan photographers to submit, among other things, "a short essay on ... your overall viewpoint or approach to railroad photography."

That turned out to be an interesting mental exercise, for I'd never really thought about defining in words my "viewpoint or approach" or, as Mike clarified it in a phone conversation, "your own photographic philosophy." I happened to be off deadline at the time and almost immediately sat down and rattled off a rather glib expression of some of my attitudes toward railfan photography (relax, that's not what I'm going to lay on you next). I didn't send it to them right away but let it "percolate" in C:\— Drive for a while. I had made some comments about my not carrying many cameras or lenses (quite true) and took some cheap shots at the tele-hungry Western photographers and their artsy-schmartsy approach to train shooting.

Over the next few days — generally while driving my car — I began to re-think what I had written. Was I too glib? Did I really mean what I said? Was I actually practicing what I was saying?

It matters little what was actually said, and nobody will ever likely know the difference between that original draft and the one that gets sent to Schafer for the book (I haven't finished it yet), but the object here that applies to almost any railfan photographer is the thought process that the mere bringing up of the subject produced.

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It had been a long time since I had looked objectively at my own "philosophy" of railfan photography (in spite of thrashing out bits and pieces of it over the years in this column). It was an enlightening, slightly frightening and somewhat satisfying exercise that I would recommend to anyone. It cleared some cobwebs out of my head and got me thinking about what I really do when I pick up my cameras and head lineside.

Mike Del Vecchio and Bruce Kelly were also asked to contribute similar pieces for the book, and after they are all written, we'll compare notes. Knowing both of these guys pretty well, I am trying to predict what they will say (we aren't going to look at each other's until they are all mailed off to Schafer and are beyond editing and argument). Again, this is a fun mental exercise that will probably help my own photography as well as theirs.

While all of this was going on, I plunked down in my living room recliner one evening and began paging through Steve Glischinski's new all-color book *Burlington Northern and Its Heritage*, which Schafer had laid out and to which I had contributed photos. Del Vecchio, Kelly and I had all compared notes on the book's photography for Bruce's review in the January '93 issue. The thoughts I had written about "Western" photographers for the NWI book came to my mind as I surveyed the contents of Glischinski's book. One of the outstanding characteristics of the BN book is its wonderful variety of imagery, from tele to wide angle to distant scenes to atmospheric shots. I would have been proud to have had my credit line on any photo in the book. I began looking at the photos and asking, "Would I have done that?"

Okay, Boyd, get to the point.

I guess it's twofold. (1) Thinking about your personal "philosophy" of railfan photography can be a healthy thing. Try asking yourself how you would have responded to Blaszak and Schafer's letter. And (2) after you've done that, study some favorite railfan photo books and see if you look at them the same way as before.

If I were to define the "ideal" railfan photographer, I would probably say that it is someone who has the insight to understand and appreciate the wide variety of imagery that shows up in a book like Glischinski's BN. Even if you *choose* not to take such photos yourself for any number of reasons, your ability to recognize the skill and quality of others will surely make you a better photographer in whatever approach you do take.

Videos

BY MIKE DEL VECCHIO

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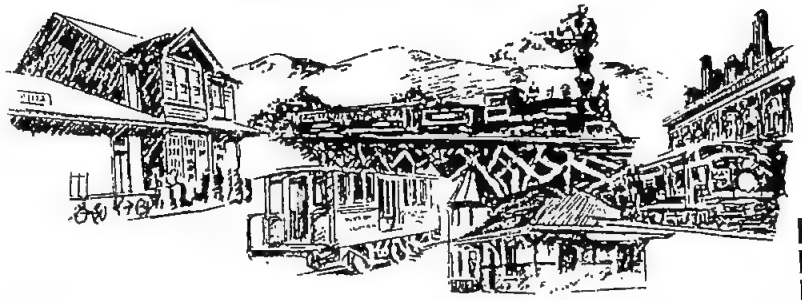

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worked on 4501 in regular service and again when the locomotive was the centerpiece of the Southern Railway steam program begun in 1966. Purdie's recollections and commentary here are priceless, as is the manner in which this native-Southerner describes them. The show opens with black & white still photos of the 4500s and other classes of Mikados in service, combined with steam locomotive background audio and Purdie's commentary, comprising roughly a third of the tape. This is followed by video from 4501's 1985 excursion season and its freight-hauling ferry move (eight boxcars and a caboose) to Asheville in 1991. The video footage appears professional and occasionally creative with live sound and Trackside's somewhat flowery, less aggressive narration. The show winds up with more still photos and Bill Purdie, recalling that 4501 never really had to be restored, "It worked continuously, somewhere — just like all the other 4500s. It just did its job." 58 minutes, $29.95 (plus $3.00 shipping).

Feature Reviews

"FastTrack, the Railroad Magazine That Moves," produced by FastTrack, P.O. Box 10335, Drawer 69, Milwaukee, WI 53210; 800/578-TAPE (8273). VHS only, VISA and MasterCard accepted, $39.95 per issue, annual subscription (four issues) $99.95 postpaid (Wisc. res. add 5% sales tax).

A railroad magazine on video is not a new idea, but this country has yet to have a successful one on a large scale. I feel certain that a rail-video magazine *can* work, and I looked forward to seeing the FastTrack tape.

Unlike most previous attempts at a video magazine, this program is presented very much like a printed magazine: it contains feature articles, regular departments and contributed news snippets from others. But being a video, the subject matter is in motion with live sound. This Volume 1, Number 1, includes features on Southern Pacific's SD9-powered winding branch lines in Oregon, the glut of F-units still operating in the East and a very interesting comparison of Amtrak's reliable 15-year-old F40PHs with the brand new Dash 8-32BWs. Regular departments include "Diesel Dinosaurs" which looks at TTI's fleet of rare U28Bs, "Railroad Fundamentals" which witnesses a cold C&NW R-1 4-6-0 being brought to full pressure with the help of veteran Bill Raia and "On Location" which studies contemporary action at BN's soon-to-be-closed Union Avenue Tower in Chicago. Contributed items include a summertime visit to that famous CSX hot spot Sand Patch, shot by Highball Productions' Peter Crook; SP 4-8-4 4449 and UP 4-8-4 844 strutting abreast at the 50th Anniversary LAUPT celebration in 1989 as recorded by regular Pentrex-shooter David Busse, who, in addition, shot an amazing model-like sequence of a Warbonnet-led Santa Fe hotshot traversing the desert of the Needles district — from a helicopter! I'll bet the crew is still talking about that railfan.

Other tidbits include a shivering look at the C&TS' 1991 rotary snowplow outing on Cumbres Pass from the camera of Les Jarrett of Railway Productions and an informative little bit on Trona's AS616 Baldwin road switchers working out their last days thanks to lensman Bill Christopher of East End Productions.

One strength in this video magazine is that it is shot, produced and edited primarily by former-*Trains* Magazine and *Trains Illustrated* Associate Editor Paul D. Schnieder. An accomplished photojournalist, Paul's creative compositions and still-photo-like prowess becomes almost immediately apparent — and he knows what's news around a given situation. With his magazine experience, Paul also knows the kind of research and organization any feature article requires, including maps, and he brought those qualities to his video "features." The FastTrack footage was shot entirely on Hi8 equipment and edited on Beta SP, and the contributed footage is from various professional formats from BetaCam to three-quarter-inch (no VHS camcorder footage in this volume). The overall presentation is very acceptable.

There is quite a bit of "stuff" on this tape. The comparison of Amtrak locomotives was

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(Gloria Paschen and Alan Miller were married January 8, 1993, in Santiago, Chile.)

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lone in respect to a round trip of the *Southwest Chief* between Chicago and Kansas City. By letting the engineers and road foremen do the commentary, the viewer gets a real feel for 1992 railroading. Some liked the plush furnishings, quiet ride and climate control of the new "comfort cabs," others liked the F40's smooth ride and speedy response to the throttle. While discussing how the new desktop control stands require both hands to operate them compared to the conventional Geep-like control stands in the F40s, Road Foreman Steve Paul proclaimed that "the days of runnin' with the left hand and wavin' with the right hand are basically over."

There have been other attempts at a video magazine, but I think this one really has a chance. This first "issue" is a little green in spots — for instance, the program leads with the well-researched and narrated pieces, and that quality of description is missed when the contributed, sparsely narrated clips appear (some viewers may like it better that way). We suspect that each issue will become more and more refined. For now, FastTrack is off on the fast track — M.D.

"The Great Steam Freights," produced by Railway Productions, 8081 S. Madison, Suite 243, Indianapolis, IN 46227; 800/248-9670, VHS only, VISA and MasterCard accepted, 75 minutes, $29.95.

The further we get from the "good old days," the more efforts there are to authentically recreate the past. Unbounded by our country's geography, a dedicated band of fans started a few years ago to charter steam-powered trains for the purposes of serious photography. Many, many cuts above "normal" fantrips, these freight or passenger operations are geared for maximum quality shots. R&R contributor John Craft has sponsored several such charters, and the week of events depicted in this tape would nominate it as his finest effort to date. Described in detail in the February '93 R&R, I will not dwell on the event here. Suffice it to say, however, that if one wants to see narrow gauge freight railroading in the Rockies the way it was 30 years ago, viewing this tape is as close as you can get to jumping into your Delorean, punching in October 1962 and hoping the flux capacitor works.

After a brief introduction contrasting the "regular" C&TS with freight operations, we move to the re-lettered engine tenders and 100% authentic freight cars which form the set for five days of freight action. Our locomotive cast is introduced, and we get a tour of the structures and layout of the Chama yard — 1924 coal tipple (including details of its workings), 1890s water tower, shop, etc. There are numerous scenes of equipment shuffling around the yard, the pusher being coupled onto the rear of a freight, marker lamps going up, coal being loaded and so on. It looks like a normal morning from the past. The videographer's skillful avoidance of the fans who must have been everywhere is most welcome. After a drink from the cab water bag on the pusher, the engineer pulls on the throttle and the freight is off, escorted out of the yard by the shop dog. A perfect time warp.

A good graphic combining the configuration of the line between Chama and Antonito and the gradients encountered is referred to during the tape to help keep the viewer oriented. The tape also arranges the four days of action into one geographically progressive round trip. While the train consist can change from scene to scene (it varied from trip to trip), it is a very good way to convey the line to the viewer. Identical weather (a.k.a. perfect) and schedule on both trips facilitates this approach.

The body of the tape is a combination of documentation of the outstanding photo runbys complemented with on-train shots, such as looking at the face of the mid-train helper from a flatcar ahead of it. A brief history of the Cumbres structures and the work of the Friends of the C&TS is included.

I cannot describe every scene here, but rest assured virtually all are well shot, well-lit and on occasion quite artistic. Narrow gauge fans will note almost all the classic locations: Jukes' Tree, Cresco water tank, Windy Point, Tanglefoot Curve, Los Pinos, Cascade Trestle, Sublette, Phantom Curve, Whiplash Curve and more. Smoke and stack talk are legitimately awesome. In addition to the staged runbys, there are a few really neat views: looking down on a deserted Sublette in afternoon glint light, dawn switching silhouette action at Antonito and an Antonito departure — perfectly illustrating narrow gauge capabilities as the road engine comes straight at you while the train and pusher snake behind from left to right, all in low, high country morning light. The Friday afternoon Cumbres turn is the last, but far from least, action covered, with two engines

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on the front and one on the rear. We ride ahead of and behind the pusher, getting a first-hand look and feel for what it's like to tackle a 4% grade with wooden cars. Several runbys with perfect smoke plumes round out this coverage.

Technically, this a high quality, contemporary production. Pans are smooth, the use of the zoom lens is generally very appropriate and the audio never picks up fan chatter or motor drives burning Kodachrome. On the whole, the tape could have been shot a 30 years ago. There are a few picky technical glitches now and then, such as a color shift when scenes from two separate runs are combined sequentially, but these are minor issues. The only complaint I have with the tape, if you could call it a complaint, is that it seems too short! Some sequences could be fleshed-out a little more, such as the water stop at Cresco, but even a two-hour tape would still not cover everything. If you were there and shot only stills, this seems an excellent souvenir. If you wish you had been there, this tape is a very worthy purchase. I've looked at it twice and intend to keep viewing it. With any luck, many more of us can view this sort of timeless action live and in person in future years — TOM KELCEC.

"Western Pacific, the First Fifty Years—1910-1960," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333; VHS or BETA, VISA and MasterCard accepted, 120 minutes, $69.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Union Pacific's "Feather River Service District" not withstanding, the hard, cold truth remains. The true Feather River Route, Art Keddie's beloved Western Pacific, died in 1982. The rails are still intact, more active than ever, but the WP that railfans came to love and admire is gone forever. For those desiring to touch relics of the real WP, visits to the museums at Portola and Rio Vista Junction in California are mandatory. But for those yearning to see the railroad in action, the Western Pacific is as close as your VCR thanks to Don Olsen's latest video production, marketed by Pentrex.

"Western Pacific..." is a wonderful tribute to the Feather River Route and the railroading that made the WP so irresistible to railfans. The list of cinematographers alone is a testament to the line's great attraction over the years. Dedicated to WP historian Guy Dunscomb, Olsen's production blends the work of a small army of dedicated amateurs with WP-sponsored footage to create a sweeping panorama of the railroad from the age of steam through much of diesel's first generation. Utilizing Rank Cintel digital transfer to minimize the variables of the original B&W and color material, this two hour masterpiece delivers an engaging documentary of "the West's favorite little railroad." For WP fans, this tape is an absolute must. For those with just a sense of WP's considerable romance, it's a tape to confirm all your suspicions. For anything short of the most-noble of humanitarian gestures, it's 70 of the best dollars you'll ever spend.

This program is remarkable in its completeness. None of the major attractions are ignored, and the unexpected details and surprises are enough to delight the most jaded of WP enthusiasts. You expect to see Keddie Wye; you don't expect to see the wye under construction in 1930 as the WP under the direction of Arthur Curtis James pushes north to connect the Inside Gateway with Ralph Budd's Great Northern. You expect to spend time aboard the *California Zephyr*; you don't expect to trace the path of the CZ aboard the *Scenic Limited* in 1926 or ride the tender of the *Royal Gorge* out of Oroville in steam's twilight hours. You sense the importance of WP's Sacramento depot as you sit down to dinner in what is now an Old Spaghetti Factory; you realize the building's vitality as streetcars and horse-drawn vehicles pass the station in the teens as the camera rides a westbound train out of town. Similar views of Oakland's bustling Third Street trackage during the same period are simply stunning for their everyday authenticity. Such material abounds in this production. It's a video that transcends trains.

And the trains in here are marvelous. For someone who never came close to seeing WP in steam, the views of the 2-6-6-2 "Baby Mallets" and 250-series 2-8-8-2s are most inspiring, particularly the scenes around Keddie that display the lateral motion of the articulateds traversing curves and switches. Virtually every class os WP steam power is represented, a surprising amount of it in color. Scenes like 2-8-0 34 storming out of Stockton across the SP at long-gone El Pinal Tower are truly moving, and when it comes to the eloquence of steam railroading in the Feather River Canyon, a sequence of ex-FEC 4-8-2 172 departing Keddie at dusk with the westbound *Royal Gorge* is poetry in pillar of cloud and flickering marker light.

An early convert to diesel, WP's fleet of 116 F-units figured prominently in the company's corporate image in the 1950s, and the "Wobbly's" trusty wagons get their just due here. Just missed seeing the FTs in action? No problem: they're all over this tape,

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in all four paint jobs including a rare silver/orange/black pre-*Zephyr* scheme that replaced factory green-and-yellow on two A-B-B-A sets in the late '40s. Particularly striking in the FT coverage is a misty scene at Keddie with the 905 set in factory paint passing a 2-8-8-2 simmering under the twin water tanks late in the game for WP steam when the "Big Womps" were working their last miles in High Line helper service.

California Zephyr F3s are found glittering in virgin silver and orange, christening the new Oakland wash rack and towing the CZ dedication train down San Francisco's Embarkadero on State Belt Line trackage. Modelers will get a kick out of the shots of cab units towing fuel tenders from retired 4-8-2s that enabled single F3As to make the Nevada and Utah desert crossing in the last months before the heavyweight *Royal Gorge* became the RDC-run *Zephyrette*.

The durable F7s are seen in a number of memorable settings, roaring out of Tunnel One in Niles Canyon with eastbound Number 18 and thrown over the bank in a dramatic derailment at Rich Bar in 1957 where an A-B-B-A set of freight units was left hanging by threads above the raging Feather waters. So dominant are the F-units in this program that switchers and Geeps stand out for the singularity of their appearances. Hopefully a second video covering the WP from 1960 to the final days in 1982 will come forward to remedy the oversight. But who am I to complain? "Too many F-units?" All videos should have such a problem.!

Beyond the staples of motive power and trains in action, "Western Pacific..." truly shines in its coverage of the unexpected. The railroad's modest marine fleet on San Francisco Bay is given full coverage, and a variety of steam-powered non-revenue equipment is seen at work, ranging from a venerable ex-NCO ditcher to rotary snowplow No.3 clearing the High Line behind a pair of FTs. Touring the main line from Oakland to Salt Lake City on a mythical CZ trip, the viewer encounters Stockton Electric Birney cars, Central California Traction box motors, Tidewater Southern 2-6-2T No.2 at Quincy Junction and Nevada Northern 4-6-0 No.40 at Shafter. Southern Pacific Cab-Forwards are seen steaming alongside on parallel lines through Niles Canyon and Altamont Pass as well as piloting a detoured CZ over Donner.

Detours? There are some dandies here including SP *Daylight* Alco PAs leading the *Overland* through Keddie and the *City of San Francisco* into Wendover, Utah. Wandering F7s are seen representing SP, Santa Fe and Great Northern. Keep the "pause" control close by. You never know what you'll miss on trips to refrigerator and coffee pot!

"WP, The First 50 Years..." is a well-paced, entertaining production. The show never bogs down, thanks in large part to narrator Fred Krock's informed and understated commentary and Alan Arnopole's original musical score. Live sound is handled well, albeit largely dubbed-in, as the majority of the footage appears to have been silent. Overall, the soundtrack compliments the visuals, resulting in a tape that lends itself to a high degree of repeat viewing. It's a tape you can easily present to non-railfans, as my own live-in critics will readily attest.

Those who have attended Winterail know how popular Don Olsen's films have become. After a full day of excellent slide presentations, Olsen's movies are the programs that consistently bring the audience to its feet. "WP, The First 50 Years..." is one of those programs. It's the Western Pacific to remember for all time. To borrow a Jim Boynton quote from the production: "This is railroading at its best" — TED BENSON.

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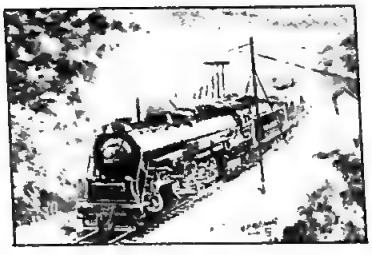

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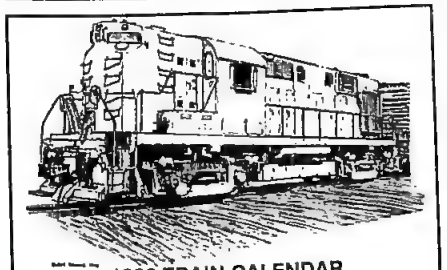

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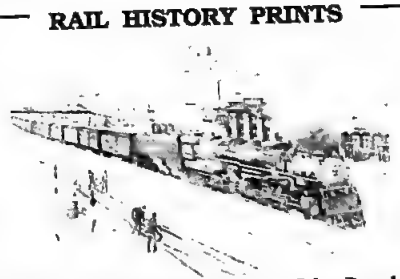

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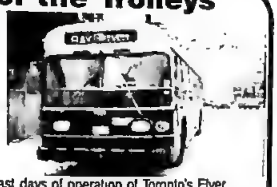
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Transit Currents

New South Shore

Some days are fated for importance. Take Friday, November 20, 1992, for instance. On that historic day the Northern Indiana Commuter Transportation District (NICTD) dedicated a new terminal for the South Shore Line commuter service at the Michiana Regional Airport in South Bend. South Bend and NICTD join Philadelphia and SEPTA in having direct commuter rail service into an airport. The concept of a true multi-modal terminal at the Michiana Airport is an idea of the St. Joseph County Airport Commission that was born in the mid-1970s. The notion was sparked because the South Shore Line had a long freight spur that ran along the east side of the airport property on the east side of Bendix Drive. Modifications were made to the airport terminal in the 1980s to make it multi-modal, consisting of an excellent terminal for intercity buses, for local bus service and, of course, the airline facilities. Only the South Shore Line was missing.

I have been involved with the South Shore and the idea of an airport rail terminal since 1976 when the Institute for Urban Transportation conducted a cost/benefit study of the transportation corridor in northwest Indiana. I have been the Governor's trustee on the NICTD board since 1977. We discussed the airport connection at our first meeting. It took more than 15 years to make the new South Bend terminal a reality.

November 20 dawned gray, with drizzle and spitting rain, weather that had persisted for a week. NICTD was going to run a special train from Hegewisch to the airport carrying invited guests for the celebration and dedication. I boarded the special on its outbound run at the Shops in Michigan City at 6:30 a.m. and rode the train west with NICTD staff to Hegewisch, where there was an opportunity to see the beautiful new station, which has been constructed for the South Shore Service by Metra, the commuter rail division of the Regional Transportation Authority in the Chicago area. We left Hegewisch at 7:50 a.m. Central Standard Time and headed east, picking up passengers at Hammond, East Chicago, the Gary Metro station, Dune Park and the Michigan City Shops. Finally, just a mile or so prior to entering the airport, the train picked up passengers from St. Joseph County at the Bendix Corporation parking lot.

The unpromising weather improved, and as we headed east from Michigan City toward South Bend the sun broke through, and it appeared as if nature itself was going to celebrate the new terminal and a bright new future for South Shore passengers at South Bend. A large banner noting that NICTD/South Shore had landed was in place, and with cameras snapping and camcorders rolling and trustees of the commuter district and members of the airport commission standing by with proud smiles, the train smashed through the banner and entered the new high-level platform. We were greeted by sunshine as well as spirited music from the LaSalle High School Pep Band.

The festivities commenced at 11:00 a.m. Eastern Standard Time with a welcome and introductions by Philip D. Barkley, an NICTD board member and St. Joseph County councilman. The Reverend Sylvester Williams gave the invocation, and the new rail service and the new cars were dedicated by William R. Carmichael, the long-time president of the NICTD board of trustees. Suitable remarks then followed by the Honorable B. Patrick Bauer of the Indiana House of Representatives; Sue Anne Gilroy, state director for U.S. Senator Richard G. Lugar and Dennis E. Faulkenberg, the deputy commissioner of the Indiana Department of Transportation. After the dedication we were taken by South Bend Public Transportation Corporation buses to the new safety building at the airport, where, after some speechifying dedicating that facility, there was a handsome lunch laid down.

It took a long time from conception of the idea to realization. The previous owners of the Chicago South Shore & South Bend Railroad, Chessie and Venango River, had not followed up on the matter of the new terminal. Once NICTD bought the railroad in 1990, we began to work seriously with St. Joseph County and with the airport commission. The leadership of NICTD Board President Bill Carmichael and General Manager Gerald Hanas was essential in moving the project steadily onward. It was good to develop a positive relationship in the South Bend area. The South Shore Railroad had been forced to vacate its long-time terminal in downtown South Bend in 1972 and retreated to an inadequate facility shared with Amtrak in a run-down neighborhood on the west side of South Bend.

The extension involves three miles of track from the substation at Grandview Avenue to the airport. Two miles of the extension is on the existing freight spur, and there is one mile of new track within the airport property. With sidings and other improvements, 3.25 miles of messenger and trolley wire were installed along with new signals. Grade-

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Terminal in South Bend

crossing protection has been provided for the eight public highway crossings of the railroad. The existing trackage was upgraded. The new terminal facility at present includes the platform installed by NICTD. The airport commission is about to build a new east end on the terminal, which will shelter the platform. Inexpensive pay-parking facilities were supplied by the airport for South Shore commuters.

When the tracks leave the main line at Grandview, they head in a northeasterly direction and then travel straight east on the north side of Westmoor Street; that street is directly north of the Bendix factory. At Bendix Drive the tracks make a 90° curve to the east side of Bendix Drive and proceed north for about a mile. Coming abreast of the Michiana Regional Airport property, the tracks make another 90° curve to the west and then proceed for a mile across the airport property into the terminal facility. The project cost an estimated $1.8 million; St. Joseph County provided more than $800,000 for the project.

The dedication also involved an official recognition of the delivery of the first of the 17 new commuter railcars purchased by NICTD from Sumitomo Corporation of America/Nippon Sharyu, the consortium that had produced the cars delivered in the early 1980s. Nippon Sharyu fabricated the trucks, the car shell components and the car shells in Japan. All the other major components were supplied by U.S. manufacturers, and the cars were assembled at Middle River, Maryland, by Transit & Transportation Associates, a U.S. firm that specializes in railcar assembly. The order included ten trailer cars numbered in the 200 series, and the non-motorized trucks for those cars were shipped to Joliet, Illinois, and assembled there by Batek and subsequently shipped to Middle River. The motorized trucks for the seven motor cars were assembled by NICTD staff at the Michigan City Shops and shipped to Maryland. The seven new motor cars have three-and-two seating; this configuration will increase the number of seats in the motor cars from 93 in the earlier car order to 110. The trailer cars are constructed without restroom facilities and have their center doors plugged. The three-and-two seating in the trailers provides 130 seats per car. The new cars will serve to replace the Metra diesel-powered push-pull train that NICTD has leased for the last eight years. They will also provide more seats for rush-hour patrons on NICTD's South Shore service.

The South Shore trains will continue to follow their current schedule until the spring of 1993, when additional service will be of-

GEORGE SMERK

NEW SOUTH SHORE CARS are shown at the new passenger platform in South Bend, Indiana, at the Michiana Regional Airport. NICTD had not yet electrified the right hand track, so a "stinger" from the trolley wire on the left platform was used to provide current for brand new motor car 46 and trailer 100.

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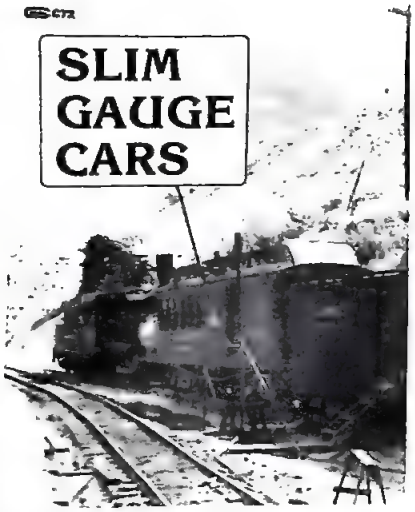

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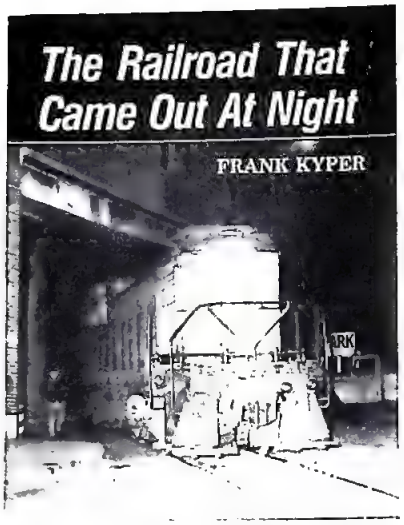

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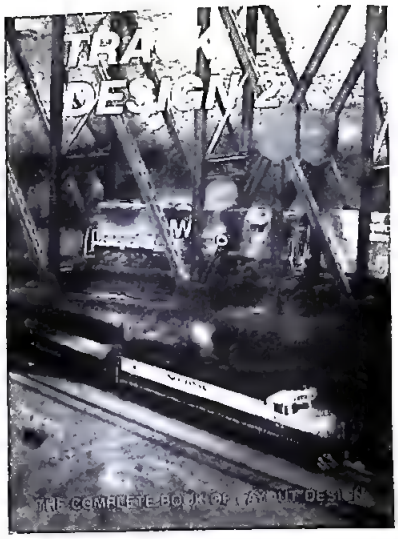

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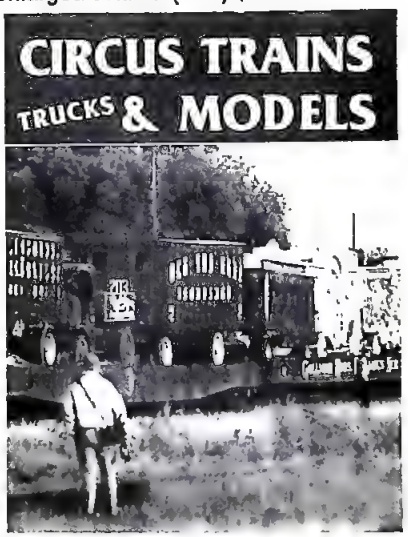

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Railnews

THE FIRST BURLINGTON E9s The State of Maryland's MARC commuter railroad bought six Burlington Northern E-units. This makes MARC the first outside entity to purchase some of the former-CB&Q fleet recently retired from Chicago-area commuter service. The units are former E8As 9902, 9905, 9906, 9907 and 9908 and E9A 9911. All six were delivered to MARC by year's end. Severely power-short in recent months, MARC has been leasing Conrail and/or CSX GP40s as needed. The 9902 is reported to be in the best shape and will likely be the first to enter service. This half-dozen E-units will add even more spice to an already wagon-heavy roster of four MARC F9PHs, three leased CSX "Clinchfield Fs" and two former-NJ Transit E8s leased from a private owner.

INDIANA SOUTHERN GP40s One of the better paint schemes in shortline-dom is worn by two Indiana Southern GP40s, power for a brand new railroad operating a segment of what was most recently Conrail's Petersburg Secondary (originally Big Four trackage) in southern Indiana. A total of three GP40s make up the roster: GP40u 6599 (ex-AEE No.1, SBD 6599, nee-B&O 4202) and GP40 6556 (roster information conflicts) in the striking ISRR red and gold, and former *American-European Express* No.2, originally D&RGW GP40-2 3108, still in AEE blue and gray. The road's slogan "The Power Line" appears on both painted units, and the line hauls mostly coal. Indiana Southern took delivery of the three locomotives, likely leased from CSX, late in October 1992.

ARKANSAS MIDLAND RAILROAD A new Pinsley-owned short line, the Arkansas Midland, seems to have strayed from the traditional red-with-black-stripes Pinsley livery (see page 4). The road operates four disconnected branch lines in Arkansas totalling nearly 130 miles: a 49-mile former-MP line from a MP/UP connection at Smithton northwest to Birds Mill; a 36-mile line from a MP/UP connection at Malvern northwest to Mountain Pine; a 29-mile RI/MP/UP line from North Little Rock east to Carlisle, and a 13-mile spur from an MP/UP connection at Lexa east to Helena along the Mississippi River — this line was once the eastern end of the 370-mile Missouri & North Arkansas Railway which connected with IC-predecessor Yazoo & Mississippi Valley via the famous Illinois Central carferry *Pelican*.

The Arkansas Midland locomotive roster consists of a group of former-ICG GP10s, and reportedly most are in AM's striking black-and-red livery. The headquarters are in Hot Springs, Ark., and locomotives are kept on each branch. The lines operate as needed, usually weekdays and normally in daylight hours. Their radio frequency is 160.270.

Samuel Pinsley's short line empire dates back to 1938 with lines such as the Hoosac Tunnel & Wilmington, the St. Johnsbury & Lamoille County (presently the Lamoille Valley), the Frankfort & Cincinnati, the Claremont & Concord and others. More recent Pinsley operations include the Pioneer Valley in Massachusetts and the Florida Central and Florida Midland railroads.

UP's 4-6-6-4 3985 After its busiest year since retirement from regular service, UP Challenger 3985 developed a problem on its return to Cheyenne from the successful Clinchfield Santa Claus train (February '93 R&R). Between Kansas City and Omaha with an empty passenger train in tow, 3985 developed trouble with its firebrick, requiring the crew to immediately extinguish the fire. After diagnosis, it was towed by diesel into Omaha and then on to the Cheyenne roundhouse where repairs are expected to be complete by next season. The firebrick is a layer of specially designed bricks suspended near the top of the firebox between the crown sheet and the actual fire. As the bricks are heated they protect the crown sheet from rapid changes in temperature produced by the raging flame, much the same way as the bricks in a Pizza oven.

After handling the 50th Anniversary Santa Claus train disguised as Clinchfield 676 during November 1992, the 3985 was scheduled to return to Cheyenne via Huntington, W.Va.; Cincinnati and Vincennes, Ind.; St. Louis and Omaha, including a four-day layover in St. Louis and a one-way St. Louis Chapter NRHS excursion to Kansas City. During the layover, 3985 was spotted under the trainshed at St. Louis Union Station nose-to-nose with resident Frisco 4-8-2 1522. Of course, photographs of the two locomotives together are being given titles like "beauty and the beast," "his and hers," "Laurel and Hardy," etc.

L.A.'s METROLINK Something inevitable with a new commuter railroad is its first grade crossing accident. With Los Angeles' new Metrolink, that occurred on November 25, 1992, when a push-pull train running cab-car first hit a dump truck in Pacoima, on the line to Moorepark, via Burbank. Twelve passengers were injured, and the truck driver was killed. The three-car train was staggered but upright, and the leading wheels of cab-car 608 were moved completely out from between the rails.

SANTA MARIA VALLEY GP9 1801 In mid-December 1992, California's Santa Maria Valley Railroad took delivery of its new GP9 1801. It had been readied and painted for the SMVR at Great Western's shops in Loveland, Colorado, before shipment (page 4). Originally Milwaukee Road 319, the GP9 had served as Great Western 319 and Bonneville Transloader 319 before changing to 1801 for SMVR. The Geep brings EMD blood to SMVR's legendary stable of GE 70-tonners. Just like the wooden sugar beet gondolas that they shuttle between the SP interchange at Guadalupe and the Holly Sugar refinery at Betteravia, the 70-tonners ride on friction bearings, which add to the cost of maintaining such ancient diesels. The 1801, and a second Geep which reportedly may follow, will help take some of the load off the old GEs, but SMVR has no immediate plans of eliminating the 70-tonners completely.

CONRAIL SD60Ms The first of Conrail's 45 new SD60Ms emerged from the EMD/GMDD plant in London, Ontario, in November 1992 (page 4). To be numbered 5500-5544, the six-axle units are Conrail's first super cab EMDs; big blue already rosters 100 wide-nose GE Dash 8-40CWs. Conrail's new 5500s feature a few of the same production modifications that were made to BN's second order of SD60Ms, including a headlight and number board package mounted above a two-piece F45-style windshield and a nose cowling which tapers inward toward the front to give engineers a better view of co-workers riding on the front steps. Fifteen of the Conrail units are supposed to be equipped with speed control for possible duty loading and hauling unit coal trains.

SAN JOAQUIN VALLEY Two distinct paint schemes have emerged on central California's new short line, the San Joaquin Valley Railroad. SJVR's 1700-series GP9s, which were transferred from sister Kyle subsidiary Arizona Eastern, received the new blue and white Kyle paint scheme in mid-1992 with "SAN JOAQUIN VALLEY RAILROAD" spelled out on the long hood (page 4). More recently, SJVR's 100-series GP9s from Kyle subsidiary San Diego & Arizona Eastern have been given a less elaborate modification in the form of large new "SJVR" letters on the long hood, leaving the remainder of the old style SD&AE/Kyle paint job intact. Service on SJVR's system of ex-SP branches presently includes a daily round trip between the company headquarters at Exeter and the SP interchange at Goshen Junction to convey cars which are gathered from various citrus and agricultural customers by other SJVR jobs.

THE CONRAIL TECHNICAL SOCIETY Over the November 20-22 weekend, the recently-formed Conrail Technical Society held its first annual convention at Allentown, Pennsylvania. Making the event a phenomenal success were tours of Conrail facilities that aren't normally open to the public. Saturday's activities included visits to the computerized dispatching center at Conrail's Philadelphia Division headquarters in Mount Laurel, N.J., and the Pavonia Diesel Terminal in Camden, N.J., followed by the evening banquet back at Allentown. Retired Conrail executive Frank Tatnall presented the banquet's main program. On Sunday, conventioneers toured all major sections of Allentown Yard, including the track where Conrail's SD50s commemorating Operation Desert Storm (6707) and the U.S. Olympic Road Trials (6726) were together on special display (page 4). The society's 1993 convention is scheduled for November in Altoona, Pennsylvania. For a one-year membership to the Conrail Technical Society, send $20.00 to Mathew McGill, Membership Chairman, R1, 5111 Grant, Riverdale, MI 48877.

DAVE GOODHEART

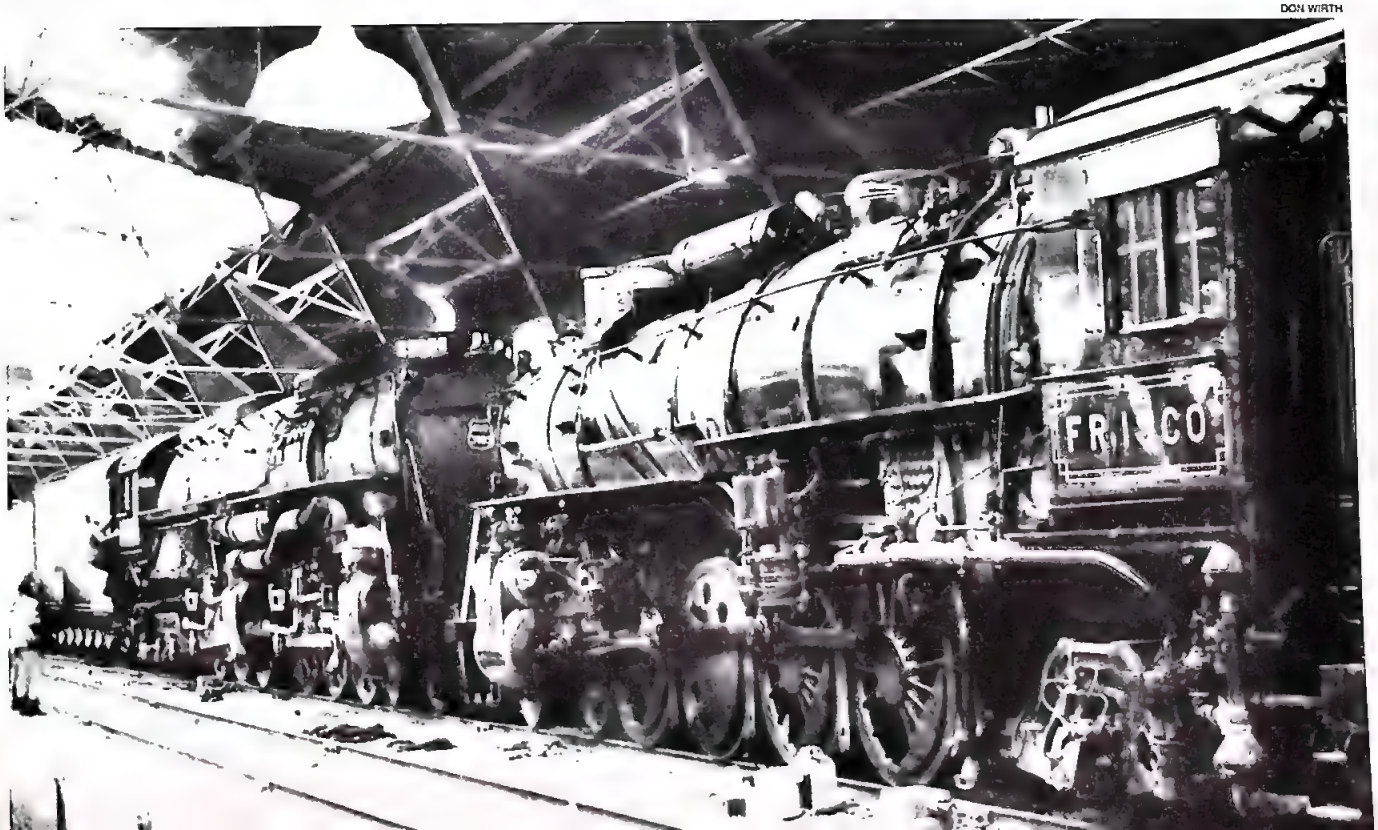
THE FIRST BURLINGTON E9s to be purchased by a commuter agency since their retirement from Chicago service were led past Union Avenue Tower (due to be torn down) by BN SW1200 235 on December 1, 1992. Former E8s 9902, 9905-9908 and E9 9911 were en route to Maryland's MARC, which has been short of power in recent months. The 9902 should be the first to see MARC service.

MARK A. BLINSKI

L.A.'s METROLINK suffered its first grade crossing accident on November 25, 1992, at Pacoima, California. Moments after striking a dump truck, Metrolink cab car 608 was off the track and showing slight signs of damage (**right**). It was leading a three-car train pushed by a Metrolink F59PH. The truck's driver was killed, and twelve of the train's passengers were injured.

UP's 4-6-6-4 3985 laid over for four days in St. Louis during its long trip west from Clinchfield country back home to Cheyenne. The layover saw the 3985 spotted nose-to-nose with Frisco 4-8-2 1522 at St. Louis Union Station on November 29 (**below**). On the road between Kansas City and Omaha, the 3985 encountered some problems with its firebrick and had to be towed home by diesel.

DON WIRTH



Railnews

CTA's 6000-SERIES CARS On December 4, 1992, the Chicago Transit Authority retired the last of its 6000-series elevated cars that had been in service since the 1950s. The CTA posted schedules for the historic last runs for the benefit of photographers and nostalgic riders. Two morning trips were made out of Kimball on the Ravenswood Line (page 73) while the final evening run out of Kimball operated as Evanston Express train 508. The first 130 6000-series cars were delivered from the St. Louis Car Company in August 1950, followed by 70 more in 1951. In 1953, the CTA added cars 6201-6350 to the series by converting "Green Hornet" PCC cars for elevated service. Replacing the 6000-series cars are the CTA's new 3200-series cars which began arriving from Morrison-Knudsen in 1992.

ARKANSAS & LOUISIANA MISSOURI On November 7, 1992, the Southeast Louisiana Chapter NRHS bid farewell to a classic short line with a fantrip over the old Arkansas & Louisiana Missouri Railroad between Monroe, Louisiana, and Crossett, Arkansas. The A&LM was purchased by the Georgia-Pacific Corporation of Crossett in 1991 and has since been renamed the Arkansas, Louisiana & Mississippi. The fantrip used the old A&LM NW2 No.10, the railroad's first diesel and the last A&LM locomotive on the line. The other three A&LM units, SW7 No.11 and SW9s 12 and 14 (there never was an A&LM No.13), were transferred in late 1992 to another Georgia-Pacific paper mill railroad, Georgia's Chattahoochee Industrial (page 4, November 1992 R&R).

NW2 No.10 had been held in A&LM paint and lettering just for the fantrip. It is now scheduled to be painted in the green and white colors of Georgia-Pacific's other short lines in Crossett, the Ashley, Drew & Northern and Fordyce & Princeton. In addition to A&LM No.10, the trip used a caboose from the AD&N, the last A&LM caboose 484 and a 1922 Southern Railway coach owned by the Southeast Louisiana Chapter NRHS — LOUIS R. SAILLARD.

SUSQUEHANNA RDC M-1 On December 19, 1992, the New York, Susquehanna & Western Technical & Historical Society took restored NYS&W Budd RDC M-1 out on the road for a series of round trip "Santa Claus Train" excursions over NYS&W rails from Newfoundland, New Jersey, west across the top of Sparta Mountain to a point two miles west of Beaver Lake. It was dispatched by the railroad as symbol NWPX. With the four advertised trips sold out, a fifth run was added to handle the overwhelming response.

NYS&WT&HS volunteers had completed most of the mechanical restoration of the M-1 by mid-1992, working inside the former Morris County Central enginehouse (located east of the Newfoundland depot) where the M-1 is stored. A shakedown run over Sparta Mountain in September had revealed engine and transmission problems that were corrected in time for trips later that month at the Whippany Railway Museum and on Morristown & Erie's Dover & Rockaway branch. Tim Stuy of the NYS&WT&HS says the M-1 performed well during the Santa Claus trips and that similar trips may be in store for 1993.

Meanwhile, the Susquehanna itself has purchased four Budd RDC1s from Metro-North and sent one of them to Newfoundland, N.J., and the other three to Utica, New York. By early 1993, NYS&W will arrange for the overhaul of some or all of the RDCs — possibly with help from the NYS&WT&HS — to make them available for passenger service, including a proposed commuter shuttle in the Syracuse, New York, area. The railroad's planned conversion of ex-MNCR 18, 11, 43 and 65 to NYS&W M-5, M-6, M-7 and M-8, respectively, would be a fitting continuation of the numbers assigned to the Susquehanna's four original RDCs.

CLAYTOR TO RETIRE? According to the Washington *Post*, 80-year-old Amtrak Chairman W. Graham Claytor, Jr., has privately told members of Congress that he is ready to retire but would remain in office until a successor is named. He also made it clear that if he doesn't approve of the successor who is named, he simply will not retire. The Bush administration is striving to fill vacancies in the Amtrak board of directors before President-elect Clinton takes office, which would result in the GOP-appointed people being in place for at least the next year to name a Claytor replacement. The next few months could be very important to Amtrak's future.

CUMBERLAND RAILFEST During the week of November 1-8, 1992, Cumberland, Maryland, celebrated its 150th year of railroading (the B&O built west into Cumberland in 1853) with a variety of local festivities, plus excursions and other events guaranteed to thrill the most die-hard railfans. History was on parade (page 73) on Tuesday November 3 as the B&O Railroad Museum's replica of the 1837 B&O 4-2-0 *Lafayette* ran from CSX's Cumberland Yard to the Amtrak station in downtown, followed by Western Maryland F7 236 (also on loan from the B&O Museum) with a B&O coach and, finally, CSX wide-nose Dash 8-40CW 7777 with a CSX company car. Equipment was on public display at CSX's Cumberland shops on Friday November 6, and then on Saturday and Sunday the railroad operated round trip excursions over Sand Patch Grade to Connellsville, Pa., and across the even stiffer grades of the West End to Grafton, West Virginia. A mix of MARC and CSX cars was powered by A-B-A CSX FP7s 116, 117 and 118 and a pair of MARC GP39PH-2s. On the Sunday trip to Grafton, CSX added a helper for the climb up Seventeen-Mile Grade. Despite the monumental task of conducting steam trips with UP Challenger 3985 later the same month, CSX put considerable effort into helping Cumberland commemorate its railroad heritage. Ironically, the railroad has just laid off more than 100 Cumberland shops workers.

SOUTHEAST KANSAS RAILROAD An oddity on the six-unit Southeast Kansas Railroad's locomotive roster is "RS3m" 143. Built in 1951 by Alco for the Missouri-Kansas-Texas as RS3 1702, it was part of Katy's program in the late 1950s to repower several older Alco, Baldwin and Fairbanks-Morse road units with EMD prime-movers. In this case the RS3 long-hood was replaced with a GP7 hood to accommodate the larger diesel engine — SEK 143 retains its Katy number. The other five SEK units are former-Santa Fe GP7s and one CF7.

Southeast Kansas Railroad operates roughly 100 miles of former-MP trackage between Coffeyville, Kan., and Nassau Junction, Mo., and a 26-mile former-Katy line from Coffeyville to Bartlesville, Okla. SEK is a subsidiary of WATCO, headquartered in Coffeyville, a contract switching firm with operations all over the U.S.

PORTOLA RAILROAD MUSEUM On September 19, 1992, the Feather River Rail Society and Portola Railroad Museum presented Railfan Photographer's Day at Portola, California. All nine diesels from the museum collection were operated. The event's highlight was a night photo session set up and directed by Vic Neves featuring Oregon & Northwestern Baldwin AS-616s 3 and 4 with O&NW caboose 300 (page 73). This was the first full day of operation for O&NW No.4 since it made its last run on the O&NW in March 1984. A dozen FRRS members worked over the summer to return it to operating condition, completing the project on September 16. O&NW No.3 is in mechanically better condition than No.4, but the traction motor leads had not been hooked up in time for the event. As a special touch, number boards on O&NW 3 (ex-SP 5274) and 4 (ex-McCloud River 34) were refitted with their original owners' numbers.

In October 1992, the FRRS purchased Baldwin S12 16 from the U.S. Steel/POSCO Steel plant in Pittsburg, California. This unit is not only in operational condition but is a historically significant addition to the FRRS collection. Built in October 1953 as McCloud River Railroad 30, it later became Rayonier 203 before returning to California as U.S. Steel's 16 and bicentennial "76." In November, in an effort to keep two of the other three Baldwin switchers at Pittsburg out of the scrap yard, FRRS negotiated the purchase of U.S. Steel S12s 17 and 20. All three Baldwins were still awaiting shipment to Portola as of mid-December. The 17 and 20, both equipped with roller bearings and in nearly operable condition, are available for resale. Any museum or historical organization interested in buying one or both of the units should phone Norman Holmes at the Portola museum at 916/832-4737 — WAYNE MONGER.

RARE MILEAGE On November 14 and 15, 1992, the Reading & Northern operated two nearly-identical rare mileage excursions with the Blue Mountain & Reading Budd RDC cars sponsored by two different groups. Saturday's trip was run by the Reading Company Technical & Historical Society, and Sunday the Jersey

BRUCE KELLY

SUSQUEHANNA RDC M-1, restored by volunteers from the NYS&W Technical & Historical Society, ran a series of "Santa Claus" trips over the Sparta Mountain grade between Newfoundland and Beaver Lake, New Jersey, on December 19. During the return leg of the first round trip, the Budd car was photographed crossing the Pequannock River east of Stockholm.

G. GERRISH WILLIAMS

RARE MILEAGE was being covered during Reading & Northern's excursions on November 14 and 15 which used Blue Mountain & Reading Budd RDCs. Sunday's "Delano Limited" trip, sponsored by the Jersey Central Chapter NRHS, included a photo runby (**right**) on the new connector between the ex-Reading Catawissa Branch and the Lehigh Valley near Delano, Penn.

LOUIS R. SAILLARD

ARKANSAS & LOUISIANA MISSOURI NW2 No.10, coupled with A&LM caboose 484, an Ashley, Drew & Northern caboose and a 1922 Southern Railway coach (**left**), powered a "farewell" excursion between Monroe, Louisiana, and Crossett, Arkansas, on November 7. The A&LM was purchased by Georgia-Pacific in 1991 and renamed Arkansas, Louisiana & Mississippi.

Central Chapter NRHS took its turn. The round trips traversed R&N's newly acquired trackage to Oneida Junction (just south of West Hazelton) and Delano. The Reading T&HS trip originated at West Hazelton) and Delano. The Reading T&HS trip originated at Port Clinton, Leesport, and the Jersey Central trip originated at Port Clinton, the junction of the West Cressona line and the Tamaqua line. Many photo runs were performed on the heavy grades of the meandering former-Reading Catawissa branch and Lehigh Valley Delano branch. Both trips were sold out.

On the freight side of things, a new three-stall enginehouse is nearing completion at Port Clinton. R&N locomotives are presently stored outdoors at various locations, and the present shops are at South Hamburg on the Blue Mountain & Reading — requiring equipment to traverse Conrail for a short distance to access both lines. The wood-frame structure at Port Clinton will have a brick facade with arched doors and will include a drop table for heavy repairs to steam and diesel locomotives.

"We're as excited as a kid at Christmas with a new toy train," said Robert Gall, Amtrak's vice-president, passenger marketing and sales. His comment came at a press briefing in the north waiting room of Philadelphia's handsomely restored 30th Street Station, with a classical bas-relief called the "Spirit of Transportation" in the background.

The new toy of his simile was the sleek X2000 high-speed tilting trainset that Amtrak has leased from the Swedish State Railways (SJ) for tests. The occasion was the toy's unwrapping for the press on December 10, 1992, on a demonstration run from Philadelphia to Lancaster, Pa., and return.

The X2000 is indeed something for Amtrak to get excited about, since it could well be the train of the future on the Boston-New York-Washington Northeast Corridor. Built by Swedish-Swiss conglomerate Asea Brown Boveri (ABB), the X2000 was introduced by SJ in 1990 in Stockholm-Gothenberg service; linking Sweden's coasts, it cut running time by one-third, from four-and-one-half to three hours, leading to a 20% increase in ridership. The Swedish fleet now numbers twelve of these $13-million-plus X2000 trainsets, with eight more to come (the U.S. demonstrator carries the SJ number 2013).

Unlike such high-speed trains as France's TGV (*"Train a Grande Vitesse,"* or High-Speed Train) and Japan's *Shinkansen* (Bullet Train), which require purpose-built, arrow-straight, dedicated rights-of-way that are vastly expensive to build, the X2000 is designed for existing tracks, curves and all. This is what may make it ideal for Amtrak's New York-Boston route, which by 1997 will be upgraded and electrified as part of the federally funded Northeast Corridor Improvement Project (NECIP). Part of the NECIP package is 26 new high-speed trainsets to operate between Washington and Boston. Asea Brown Boveri hopes these trains will look a lot like the X2000.

"The X2000 project," according to Joseph Silien, ABB's director of business development, "is not so much about high speed as it is about reducing trip time. Roughly three hours seems to be the limit for the business traveler," and this is the goal for Boston-New York service. By the standards, for instance, of the *TGV Atlantique*, which attains service speeds as high as 186 miles per hour, the X2000 is no great shakes at sprinting. Though it has hit 156 m.p.h. in tests in Germany and 155 between New Brunswick and Trenton, N.J., top speed in Swedish revenue service is 130 m.p.h.

But what the X2000 might lose in flat-out racing along straightaways it gains through rapid acceleration and by sliding through curves at speeds up to 40% higher than conventional trains. What makes this possible are the train's "self-steering" radial trucks, with axles that flex independently of each other to steer around curves rather than fighting them as conventional rigid wheelsets do. At the same time — and this is probably the X2000's most notable feature — independent hydraulic tilting systems in each car, activated by sensors and microprocessors, assure passenger comfort by compensating for much of the effect of centrifugal force.

Since customer reaction is as central as technical data in this test project, which is being sponsored jointly by Amtrak, the Federal Railroad Administration, SJ and ABB, the X2000 will be placed in public revenue service beginning on February 1, 1993, running on Metroliner schedules between Washington and New York and, later, Washington and New Haven. Funding for the visit by the Swedish train has come primarily from a $4.1 million addition (secured by New Jersey Senator Frank Lautenberg) to the annual NECIP capital appropriation.

by Karl Zimmermann

European, through and through

The spiffy bidirectional consist that waited on Track 1 at 30th Street to welcome the first guests of its American visit was clearly a foreigner, given away by its low-slung appearance; its smooth, sloped snouts fore and aft; its fluted metal sides with gray center band, blue striping and slight inward camber above the sill line. Hauled by a 5000-horsepower electric locomotive (blue carded at 4400 h.p. for traction), the five-car train normally has a capacity of 203 (60 fewer than a standard Metroliner rake); for the test period, however, the seats in the forward coach had been removed and replaced by monitoring equipment. A control cab car, similar in nose appearance to the locomotive, adorns the "other" end of the push-pull set.

The X2000 conveys a smart elegance typical of Europe's best trains. Seating in the bright, spacious coaches is basically two-and-one, a mix of traditional coach-style rows and facing pairs of seats with tables between (all seats are fixed, which means that at any given time half the passengers are riding backward). In addition, each full coach (except the cab control car) has a glass-enclosed, four-seat "conference salon." Three channels of audio entertainment are available via headphones at each seat. Accents, tables and fold-down trays are all of a satiny light wood that seems typically Scandinavian. Shades of blue predominate in upholstery and carpeting. And the X2000's windows are markedly larger than those aboard the Amfleet cars now used on both conventional Corridor trains and Metroliners.

Half of the middle coach is given over to the "Bistro," a snack bar with two large tables and a stand-up counter (the exterior of the Bistro is identified with a red stripe, the traditional marking for food-service cars in Europe). Here Amtrak will serve snacks and beverages while — in the European mode — offering similar refreshments from carts pushed through the coaches.

Just eight weeks prior to its public unveiling at Philadelphia, the X2000 had been at sea, making its transatlantic passage from Bremerhaven aboard the U.S.-flag *M.V. Faust*. After arriving in Baltimore on October 19, the trainset was assembled and hauled to Washington for post-shipping check-out and modifications. These included installation of an Amtrak-style pantograph (the Swedish one had inadequate reach), cab signals, speed control equipment and radios. In Sweden a coupler had been added to the X2000 locomotive to enable Turboliner power cars to couple up for demonstration trips and excursions over the non-electrified territory between New Haven and Boston; it was in Washington, however, that control capabilities were modified to allow Turboliner-X2000 interface. The cabs are set up for European "left hand drive" with the engineer on the left side. For U.S. operation, the main transformer had to be changed because of the difference in electrical frequencies.

And interior signage had to be changed because of the difference in languages. "Our first try resulted in a stilted, unidiomatic 'Swinglish'," according to Ed Lombardi, Amtrak's manager of performance and tests. "It was something right out of a Swedish-English phrase book. Eventually we did better." Relettering of the exterior had been done in Sweden.

Once retrofitted, the X2000 began

X2000 NORTHBOUND AT PRINCETON JUNCTION, N.J., ON DECEMBER 5, 1992, TEST RUN

BRUCE KELLY

Amtrak Welcomes the X2000

A new tilting train from Sweden seems to have learned its history lesson

over-the-road tests to confirm stop distances and clearances — including in New York, with its third rail in Penn Station and tunnels under the Hudson and East Rivers. On November 30, trials started on the Philadelphia-Harrisburg line, a relatively curvaceous route that closely approximates operating conditions northeast of New Haven. Though the needs of the former New York, New Haven & Hartford Shore Line to Boston had provided the main motivation for trying out the X2000, current lack of electrification makes meaningful tests there impossible.

On the road

On December 10, 1992, at 10:00 a.m., loaded to the gills with journalists, photographers and television cameramen, the X2000 rolled out from under Philadelphia's 30th Street Station and picked its way through Zoo Interlocking, headed west with cab control coach leading. A helicopter swooped in and out like an attentive sparrow before leaving the special on its own to glide through Main Line suburbs as traditional as the X2000 was innovative. At the throttle was dapper, mustachioed Don Herman, an Amtrak transportation supervisor. Wearing an elegant tie and conservative charcoal-gray pinstriped suit, he looked more like a Philadelphia banker about to board the Paoli local than the locomotive engineer he was.

Herman proceeded at regularly scheduled speeds to Parkesburg, some 44 miles from Philadelphia; then the fun began. In the previous two weeks of testing, the X2000 had moved up in increments from timetable speed to 50% above that. Now, with guests aboard, performance would approach that benchmark. For a warm-up, we swung through the 75-m.p.h. curve at Atglen at 90.

In the coach just behind the locomotive, instruments monitored operational details. At one end of the car, five strip-chart recorders — manned by young Swedes, some from ABB and some from SJ — graphed variables such as lateral and vertical forces on various trucks. Closed-circuit television chronicled the pantograph's endless ride along the catenary (though the locomotive itself does not tilt, pantograph drift is still a concern). Cursors flashed on computer screens in the coach's center section, and at the far end were racks of electronics. "Think metric" read one sign above the recorders. "Danger, Swedish coffee" read another, by the drip pot.

Because of track conditions on the westbound main, we negotiated the famous Gap curve (at 4 degrees, the sharpest on the Northeast Corridor) at timetable speeds — but tore through the 75-m.p.h. reverse curves at Ronks and Bird-in-Hand at 101. The ride was remarkably smooth, stable and quiet. "No confidential conversations on this train," someone remarked with a laugh. By now it was snowing heavily, so presumably the Swedish speedster was right at home.

Tilt and no-tilt

For the first part of the return to Philadelphia, the tilting mechanism was shut off in the second coach from the rear in order to dramatize the difference in ride quality. "You'll start spilling coffee, but you're not talking derailment," Lombardi assured reporters in explaining the purpose of the tilting mechanism, which becomes activated at 45 m.p.h. and compensates for 70% of the effect of centrifugal force (100% compensation would disorient passengers and cause motion sickness).

"We're having trouble accelerating

because of the snow on the tracks," engineer Herman reported over the p.a., "so we won't be up to 100 for the reverse curves." No trouble at Gap, however, which we whipped through at 71 m.p.h. — 42% higher than the normally allowed 50. Camcorders on shoulders, TV crews in the non-tilting coach struggled to stay upright as they shot through see-sawing vestibules to capture the remarkable amount of additional lean — as much as 8% — provided for the adjacent car by the computer-controlled hydraulic pumps. It was an impressive display.

Not the first time

Amtrak's interest in the X2000 is, as Yogi Berra once said, "deja vu all over again," for New Haven's Shore Line has been a magnet for a succession of futuristic, lightweight trains, beginning with the *Comet* in 1935. Making the parallels even more compelling is the European involvement in some of these earlier projects.

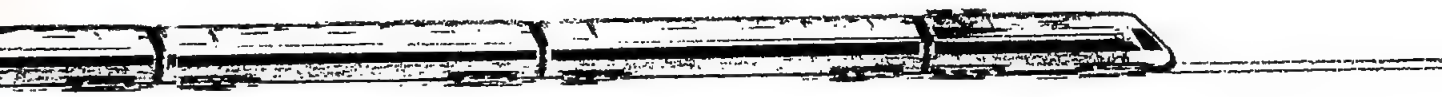
Ironically, that first attempt was arguably the most successful so far. The three-unit, double-ended, articulated *Comet* was built at Akron, Ohio, by Goodyear Zeppelin Company, a joint American-German venture created in 1923 to build airships. A product of the depression-born streamliner enthusiasm that birthed Union Pacific's M-10000, Burlington's *Zephyr*, Illinois Central's *Green Diamond* and other pocket trains, the *Comet* was intended specifically for Boston-Providence service, in which it remained for years in spite of the lack of flexibility of its semi-permanently-coupled consist. The *Comet*'s high-speed credentials included its light weight (aluminum was the dominant metal), aerodynamic design determined by wind-tunnel tests, and a center of gravity 25 inches lower than conventional equipment. Though eventually downgraded to local service, the *Comet* remained on the rails until September 1951.

The McGinnis lightweights

New Haven's next attempt to minimize the wriggles in its Shore Line came during the brief, controversial tenure of Patrick B. McGinnis, who lasted barely long enough as president to order, in 1955, three different experimental lightweight trains. One of these, he claimed, would be selected as the prototype for a fleet of 20 or 30 trainsets that would reduce Boston-New York running time to three hours — exactly the expectation today for the X2000.

One of these experimentals was the Talgo, a radically different train of Spanish design, built by American Car & Foundry at Bewick, Pa., in cooperation with Patentes Talgo S.A. of Spain. ("Talgo" is a complex acronym for *Tren Articulado Liegero* — "light articulated train" — with a "g" and an "o" appended for the designer, Goicoechea, a Spanish mechanical engineer, and Oriol, the Spanish family that provided the principal financial backing.)

These tubular Talgos also featured a low center of gravity and lightweight construction (of stainless steel) but added guided axles that steered the wheels through curves — a concept echoed four decades later in the X2000. The first two Talgos went to Spain in 1949, where they inaugurated a successful tradition of high-speed, luxury service that is very much alive today. An essentially identical American demonstrator, also built in 1949, toured NYNH&H extensively in 1954, much ballyhooed by McGinnis. But the slightly improved version of the Talgo that the railroad eventually purchased



PREDECESSORS OF THE X2000, all seeking to improve running times on the New Haven, included the NYNH&H lightweight *Comet*, shown on display at the old New Haven station in 1934. Under Patrick B. McGinnis, the New Haven tried out the Spanish/ACF Talgo train, shown (**opposite top**) on the Wabash bridge at St. Louis on June 8, 1953, and the Pullman-Standard "Train X," shown at Cleveland (**right**) as the New York Central *Xplorer*. Today's X2000 is vastly superior to these experimentals.

BILL MOORE, NHRHTA COLLECTION

ACF PHOTO

NEW YORK CENTRAL / REBMAN PHOTO SERVICE

suffered from consist inflexibility, lack of amenities (i.e. parlor and dining cars), rough riding qualities (a key Talgo concept is a single-axle wheelset at each point of articulation), and unreliability.

"Train X" was the Pullman-Standard version of the Talgo, developed with the impetus of Robert R. Young (a buddy of McGinnis's) when he was chairman of the Chesapeake & Ohio and taken along when he went to the New York Central. McGinnis ordered a "Train X" consist, too, along with a Budd-built trainset that ended up being basically just the builder's standard RDCs with sleek, locomotive-like noses added. By the time the last of the three prototypes was delivered in 1957, McGinnis had gone to the Boston & Maine, where he ordered another Talgo. With him, however, went the New Haven's enthusiasm for experimental trains. New Haven's Talgo, which ran as the *John Quincy Adams*, and Train-X, the *Dan'l Webster*, were both in storage after little more than a year. On the other hand, the plain-vanilla RDCs, called the *Roger Williams*, lasted well into the Amtrak era, and the cabless middle car is still on the Maryland MARC roster.

The turbo era

Next, about two decades later, came another low-slung, articulated lightweight: United Aircraft's TurboTrain of 1967. A pair of these Pullman-Standard-built trains would operate for Penn Central and later Amtrak between Boston and New York as part of the Department of Transportation's Northeast Corridor Demonstration Project (though delivered to the New Haven, by the time they were ready for revenue service, the railroad had become part of PC). The TurboTrain hit 157 m.p.h. while testing on the Shore Line, but its best carding in regular service was three hours and 39 minutes — not a huge improvement over the four hours flat that the *Merchants Limited* had accomplished in its heyday behind steam.

Then in April 1988 the Talgo was back, this time in a state-of-the-art Spanish-built version which included both first-class and restaurant cars, thus answering an old complaint. Its technology still featured the trailer-type coupling of articulated units over single-axle wheelsets that had defined its original ancestors four decades earlier, but these new Talgos had a tilt system: a passive one that worked something like a pendulum when the cars heeled into a curve, as opposed to the X2000's active system. Hauled by back-to-back TurboLiner power cars (as the X2000 will be), the Talgo ran a brief demonstration on the Boston-New York corridor, as did Canadian-built LRCs, which like the X2000 have a tilt system

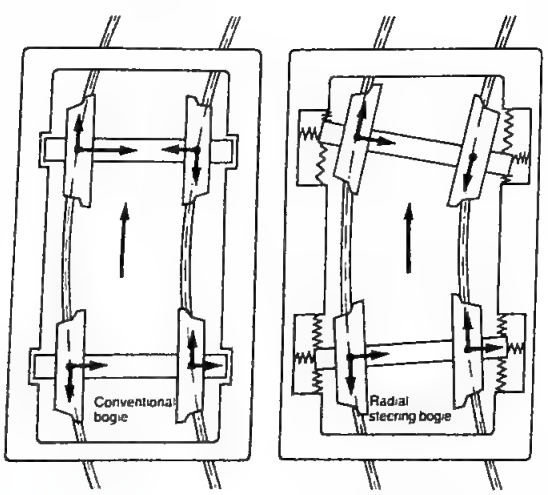
KARL ZIMMERMANN

activated by electronics — but one that has never really worked properly (Amtrak had operated LRC's on the Shore Line).

What have we learned?

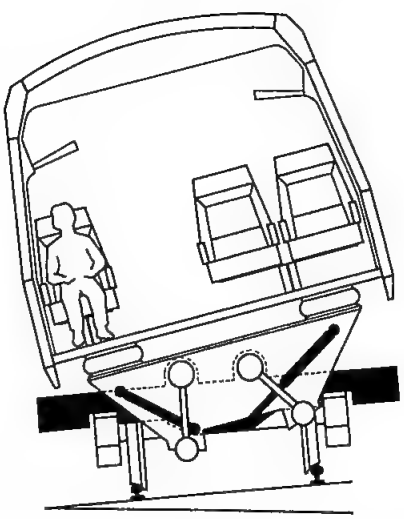
Why should the X2000 succeed where four generations of highly-touted high-tech wonders have already been found wanting? Proven reliability, if ABB's Lutz Elsner is to be believed. "In service in Sweden," he said during a question-and-answer session at Lancaster, "there have been just two on-the-road failures since the trains' introduction. In that time they have traveled 1.3 million kilometers, equivalent of 30 times around the equator. That works out to 99.8% availability." Certainly these cars, each riding on two four-wheel trucks, are far more substantial and smooth-riding than their lightweight predecessors, many of which rode on single-axle wheelsets.

ARTWORK ASEA BROWN BOVERI



"SOFT SUSPENSION BOGIES" are the key to the X2000's tracking on curves. The truck utilizes the existing creep forces to guide the wheels into alignment with the curve through suspension in rubber elements.

CARBODY TILTING gives the passengers a very smooth ride by compensating for lateral acceleration through sensors and computer-controlled hydraulic cylinders on the trucks. Both systems have proven reliability in service.



SAM CALICIOTTI

AMTRAK ENGINEER DON HERMAN was at the control console on the left side of the X2000 (**left**) during the December 10 press run. Stopped on the Corridor main for testing, the X2000 was overtaken by an AEM7 on December 5. For color see page 74.

And as to the matter of consist flexibility, the X2000 has a variable consist. Although it has been generally operated as a six-unit trainset (a locomotive, four coaches and a cab coach) the consist has been tested in Sweden with as few as three cars and as many as 14. On longer consists, a second locomotive can replace the cab car. As presently configured, the X2000 does not have automatic couplers, and rearranging the consist can take about "half a day." An ABB engineer notes, however, that it would be a relatively simple task to adapt production locomotives and cars to automatic couplers if Amtrak should desire them. A more powerful locomotive could also be developed if needed.

More to come?

So what are the probabilities of Amtrak's next generation of Corridor trains being X2000 clones? "We are under no illusion that this is a done deal," said Elsner. "Once Amtrak has developed its specifications, the project will go out to worldwide bids." But ABB's Elsner had to be pleased that the X2000 was on Amtrak rails, particularly since, as he noted, Amtrak had done extensive research in Europe before bringing the train over. "Should we win the contract," he continued, "the trains would be totally manufactured and assembled in the United States at our Elmira Heights, N.Y., plant. But propulsion equipment would probably be imported from Sweden."

There is, of course, the Asea-Amtrak precedent of the AEM7s that are currently standard power on the Corridor. The lease for testing back in 1976 of Asea's Rc4a (the diminutive "Swedish Meatball") led to a series of orders for virtually identical AEM7s produced by General Motors under license. (Swedish Asea in 1988 joined with Swiss Brown Boveri to form ABB, a mammoth international conglomerate with revenues of $28.8 billion, operating in 140 countries.) The AEM7s, of course, have proven to be excellent acquisitions.

Amtrak has been careful to point out that it is "evaluating" the X2000 and will be developing specifications for a new train based upon what it likes and dislikes about the X2000 and other experiments. At this point it has no intention of buying "off the shelf" Swedish X2000s. But ABB is obviously in this race with the intention of winning.

On the timetable

Through ridership surveys, the public will get to express its opinion on all this. Beginning February 1, 1993, the X2000 will enter service on existing Metroliner schedules (and at Metrocoach prices, a real bargain). Advertising will highlight the unique trainset, and Amtrak reservation agents will be able to identify and book it. Initially it is expected to run as No.112, the noon departure from Washington, and No.223, the non-stop express leaving New York at 4:30 p.m.

After two weeks the X2000 will shift to a different "couplet," No.114 (1:00 p.m. from Washington) and No.125 (6:00 p.m. from New York; in April the train will move to a pair of express Metroliners (Nos.202 and 223) that will be extended to New Haven. Though the X2000 will essentially be held to Metroliner cardings, with their 125-m.p.h. maximum, it will do some sprinting — particularly on the non-stop schedules, so they won't have to wait for time at intermediate stops. Amtrak will be collecting opinions on service amenities — the snack and beverage cart, in-seat audio — and seating configurations, as well as ride quality.

After coming out of scheduled Metroliner service, in June the X2000 will venture northeast of New Haven on demonstration runs and public excursions. And interest in the Swedish visitor has grown so intense from states outside the Northeast that the train's projected August return home may well be delayed a few months to allow it to roam beyond the Corridor. (ABB is said to be developing a diesel "powerhead" to free eventual production versions of the train from the requirement of catenary.)

ICE etc.

Meanwhile, the competition may be about to descend. Amtrak officials are currently "very optimistic" about a visit, perhaps as early as this summer, from the German Federal Railways' high-speed InterCity Express (ICE) with amenities even more lavish than the X2000's. ICE's food service car, for instance, includes an elegant sit-down restaurant as well as an X2000-style bistro. The ICE doesn't tilt, but it was designed to run part of the time on existing rights-of-way, and it is considerably faster than the X2000. (And the Italians have a successful tilting train, the *Pendolino*, which would also have been an appropriate candidate for consideration, but it operates on direct current, prohibiting its testing on the Northeast Corridor.)

"A glimpse of the new technology of high-speed rail as it exists in Europe — and could exist in this country," is what Clifford Black, Amtrak's director of public affairs/media relations, had promised in opening the X2000 presentation on December 10. Looming above him was that heroic transportation bas-relief, executed by Karl Bitter in 1895 for the waiting room at Philadelphia's Broad Street Station and subsequently moved to 30th Street. The sculpture, dominated by rearing horses, represents (according to the plaque below it) "a triumphal procession of progress led by a little child carrying a model of an airship, a prophetic vision of a mode of transportation to come."

Another child clutches a railroad locomotive — which may yet turn out to be the better prophecy.

The Milford-Bennington Railroad

An SW900 and ten hoppers add up to rock-solid success

by Francis J. DiFalco

PHOTOGRAPHY, FRANCIS J. DiFALCO, EXCEPT AS NOTED

After two years of wrangling over trackage rights and ownership of the line, the Milford-Bennington Railroad started operations on July 16, 1992. The M-B leases 17.9 miles of former Boston & Maine track from the state of New Hampshire that run westward from the Howard Street crossing in Wilton to the end of the line at Bennington — Bennington, New Hampshire, that is, not to be confused with the somewhat better known Bennington, Vermont, about 70 miles to the west. The new M-B connects with the Nashua-Wilton branch of Guilford Transportation's Springfield Terminal at Wilton. This entire line was part of the Boston & Maine's Hillsboro Branch of "Mogul Country" fame (Summer 1976 RAILFAN).

The idea for the Milford-Bennington came into being about three years ago when Peter Leishman, a local businessman and selectman from Milford, approached Granite State Concrete about the possibility of using the slated-for-abandonment B&M branch to rail haul stone from its pit just east of Wilton to its processing plant in Milford. Granite State was, indeed, interested, and the battle with Guilford was enjoined (Guilford wanted to be rid of the line west of Wilton on the otherwise reasonably prosperous branch out of Nashua and was not interested in supplying a locomotive and crew for the 4.7-mile shuttle between the pit and Milford).

Getting the state to by the track west of Wilton was relatively easy, but in order to give service to Granite State Concrete in Milford, the M-B would have to secure about four miles of trackage rights between Wilton and Milford from Springfield Terminal. The whole deal took about two years to work out as Guilford gradually warmed to the idea.

The first day

Oddly enough, the Milford-Bennington's first revenue move was to haul cars of ballast for Springfield Terminal

from Pine Valley to Milford. This short three-mile haul was entirely on ST trackage and was an actual revenue move.

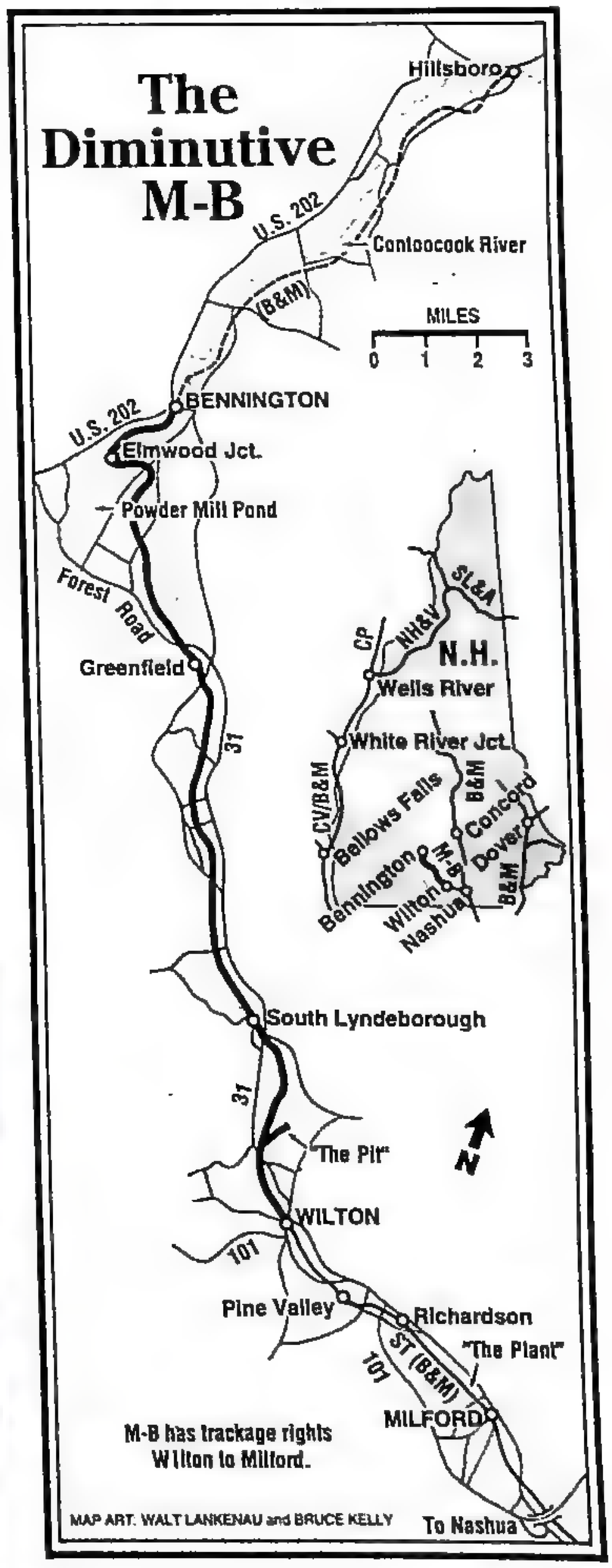
The day began as SW900 901 (former Canadian National 7950) was cranked up in Wilton beyond the handsome old Boston & Maine depot at the beginning of M-B track. The two-man crew proceeded east to Pine Valley where they coupled onto ST ballast cars that had been loaded by highway trucks. (As there are presently no runaround tracks on the M-B, all moves are pull in one direction and push in the other.)

The 901 shoved these cars to the center of Milford where they were later picked up by a Springfield Terminal local from Nashua and were replaced by empty hoppers. The crew then ran the 901 light back westward six miles to the pit to assist in the loading of granite into M-B's ten leased D&H hopper cars. Owned by Granite State Concrete, the loading facility is known simply as "the pit."

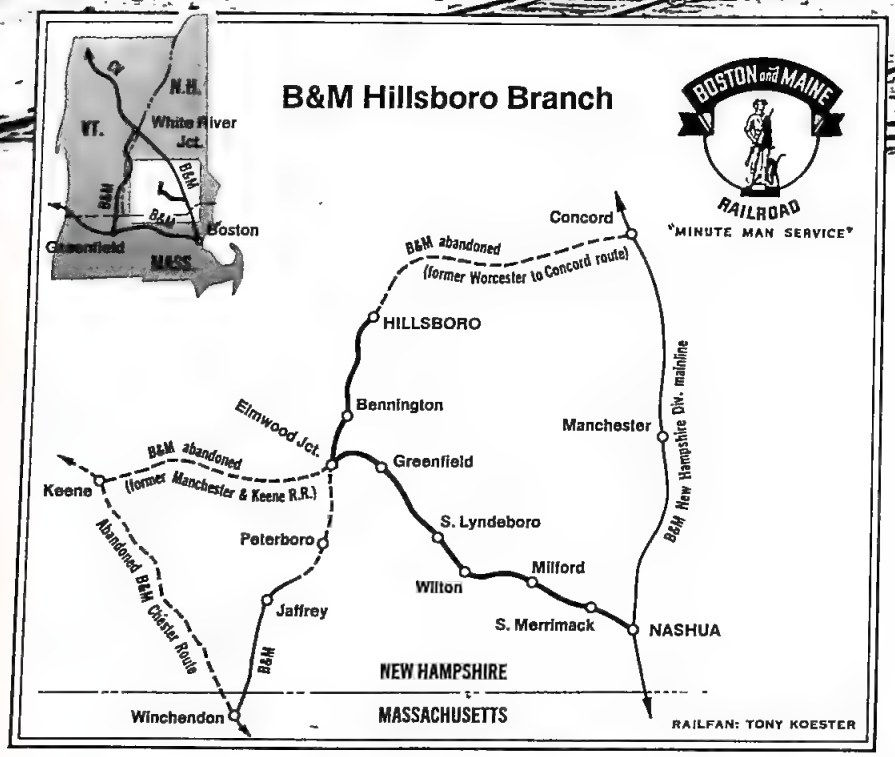
As cars were positioned by the 901, a front-end loader filled them with "100% fractured granite," a sharp, hard, strong stone used by Granite State in the production of concrete at its many locations. This stone is hauled by rail to Milford, where it is processed for final use there and for distribution by highway to the company's other operations (Granite State is also affiliated with MacClellan Concrete in Massachusetts).

When the loading was completed, the train departed the pit pulling its ten cars, each with a 100-ton load, and eased its way toward Milford trailing railfan Larry Kemp's beautifully restored B&M caboose. The caboose is leased and provides a riding car for the conductor on the return "push" trip.

After arrival at Granite State Concrete's plant on the west side of Milford, the 901 shoved five cars onto the unloading track. For some time, the facility had been used to unload only trucks and had been modified to accommodate them. It was quickly realized that this was no longer suitable for rail unloading! On-the-spot modifications to the gratings around the track dump were effected.



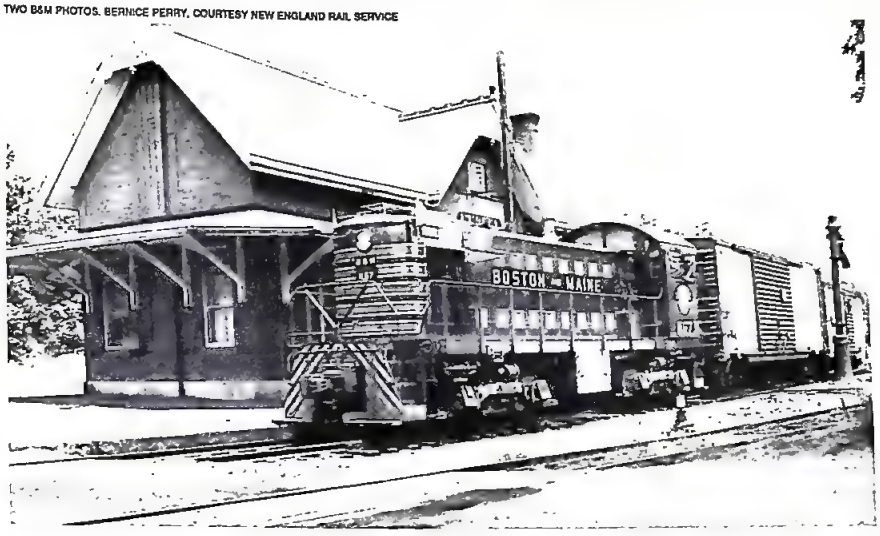
THE MILFORD-BENNINGTON RAILROAD was a one-commodity business on July 16, 1992, its first day of operation. After delivering some ballast hoppers for Guilford, the 901 crossed Stony Brook (**left**) an route to "the pit" where it got its first ten loads for Granite State Concrete (**top** and **below**). Loading complete (**opposite bottom**) it departed the pit.



Next it became evident that the unprocessed granite as it came from the pit contained too much fine dust that severely hampered free flow from the hoppers. These problems caused the unloading to consume most of the afternoon and ultimately thwarted a planned second round trip of the day.

Empties were shoved the 5.7 miles back to the pit using the caboose as a riding car on the west end. Finally, a light move with the engine was made to Milford to pick up those empty ballast cars that the ST had left. The cars were spotted in Pine Valley for loading the next day. The crew and the 901 then returned to Wilton for a deserved rest at the end of a hard but rewarding first day of operation.

TWO B&M PHOTOS, BERNICE PERRY, COURTESY NEW ENGLAND RAIL SERVICE



THE HILLSBORO BRANCH was famous for its Boston & Maine 2-6-0s, such as the 1478, which was working Wilton in 1949 (**left**). On June 11, 1951, Alco S1 1167 (**above**) was the first diesel to work the branch; that Wilton depot still stands, as does the big freight house behind the Mogul, shown (**opposite bottom**) with 901 on July 16. Stone from the pit is delivered to Granite State Concrete's processing plant (**below**) on the west side of Milford.

Operations under way

Even with the "bugs" to be ironed out, the shipper expressed his satisfaction with the rail operation. A new crusher at the pit now delivers "3-inch minus" aggregate for loading, eliminating the dust problem that hampered unloading. Using its ten hoppers on two round trips, with two loaded trains of 1000 tons each and two empty trains, the M-B is able to displace 120 highway moves (60 loaded, 60 empty) per day! As operations settle down, the railroad saw an increase to three loaded trains per day three or four days a week. To better control the down-hill moves out of the pit, retainers are now set on half of each loaded train's cars.

In addition to their own trains of stone, the M-B moved approximately 25 to 30 cars of ballast a week for Guilford for about a month. Since concrete work stops in the winter, the M-B shut down operations on December 4, 1992, and will resume again around March 1, 1993.

While there have been only a few timid ventures west of the pit, there is the potential of securing raw materials shipments to Bennington Paper at the far end of the line. Another gravel operation may also be set up in conjunction with a plant further east on Guilford. Meanwhile, the Springfield Terminal works the Nashua-Wilton branch four or five days a week to Milford and one or two days a week to Wilton (usually with Geeps or even GP39s). The line from Milford eastward has quite a few customers and is considered good business for the ST. *(Continued on page 68)*

Northeastern

PHOTOGRAPHY / KODACHROMES DOUG HARROP, EXCEPT AS NOTED

What happens when a railfan from Utah finally gets east of Sherman Hill?

by Doug Harrop

July 10, 1962. As I headed west out of Boston on a perfect summer morning, I was almost overwhelmed with anticipation. That day I was going to visit the Boston & Maine's Hoosac Tunnel and then follow the New York Central four track main down the Hudson to New York City. Tomorrow I would watch GGIs in New Jersey and then spend the night in the Lehigh River Gorge enjoying Lehigh Valley and CNJ trains. And that would only be the beginning.

Now most Mormon missionaries, when they are released from their field of labor, can't wait to get home. After all, they are about 22 years old and have not seen their parents, pals or girlfriends for two years. Being one of them, I, too, was anxious to see my parents and fiance — but I was just as eager to see some trains in locations that I'd only seen in photographs during the '50s. Since I had to drive home anyway, it was just too good of an opportunity to let slip by. Seventeen days later I arrived at my home in Huntsville, Utah, delighted, after having spent time at Horseshoe Curve, the B&O's West End, Black Fork Grade on the Western Maryland and a few other notable Eastern shrines.

Oh, yes, I was also happy to again see my family and future wife. She had just gotten her first taste of what being married to a rail nut was going to be like. Shortly after returning home, I began to wonder how much time would pass before I would get to revisit some of those places. As it turned out, it would take over 30 years! To be sure, during that time plans were made repeatedly to go East, but only to collapse unfulfilled. I would surely visit the Pennsy, LV and WM once more before they disappeared. Sadly, they faded away, never to be seen again by me.

More plans were made to visit Mingo Junction, stronghold of Conrail Alcos, before they ceased running. Unfortunately, in order to reach Ohio, I would have to pass through Wyoming, where, between Laramie and Cheyenne, there exists a "black hole." It is called Sherman Hill. While it may not have the power to hold in light, once you arrive there, its magnetism becomes almost unbreakable. No Mingo Junction.

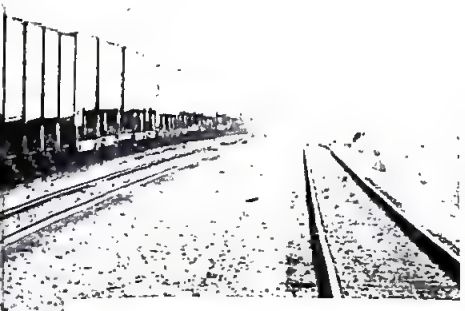
And so it went, through the 1960s, '70s and '80s. The event, oddly, that finally got me East, once and for all, was VIA suddenly withdrawing its FPAs from service. I had always figured that surely those venerable units would last for at least another decade, giving me ample time to pay them a visit. This untimely action was the last straw for this devoted Alco lover. During the very week their removal from service was announced, I sat down and again planned a trip East. August 1992, the earliest time available, would be spent hunting for big CP Alcos in the Toronto area, before they, too, vanished.

Since it would be a driving trip, other stops were penciled in. After Ontario (top of the list), visits would be made to Horseshoe, the old B&O West End, Sand Patch, Conrail's Spruce Creek area in Pennsylvania, the Southern Tier in New York and Binghamton. Since I would have to drive by there anyway to get to and from Toronto, stops would also be made on the Union Pacific in Nebraska (but not in Wyoming!) and the Santa Fe in Illinois.

Friends warned me that I was biting off too much. As it turned out, they were right. I reluctantly had to eliminate Binghamton altogether and give short shrift to Sand Patch and Cranberry Grade. But everything else went pretty much as planned.

Now, 30 days after it's over, I sit with pen in hand and notes and photographs before me and contemplate what was the finest rail vacation I have ever taken or could hope to take. Twenty seven days, over 10,000 miles, twelve states, the province of Ontario, two Avis rental cars and 30 rolls of film. I renewed some old friendships and made several new ones. I found the East to be beautiful, the people friendly and the trains numerous and interesting. What follows are some samples of the photography and thoughts from the journey. You Westerners pay attention. As you Easterners already know, there are some great sights to be seen and experiences to be had beyond Cheyenne. Highball!

Vacation



IN JULY 1962 Doug Harrop made a railfan tour of the Northeast that included a stop at Altamont, Md., where he snapped this F-unit set about to crest Seventeen-Mile Grade as an eastbound rolled downhill. Thirty years later, he headed east again, hitting Union Pacific action (**top**) at Farr, Nebraska, with C&NW and UP power on two westbounds.

July 31, 1992. The Union Pacific cuts through the cornfields of Nebraska with a double track main that is mostly CTC and very, very busy. Running parallel to the line for most of the 460 miles across the state is old U.S. Highway 30. Two or three days spent driving along this highway is just about as good as train watching gets (Another "black hole?" Beware!). At Sidney and again at Grand Island the BN with all its coal trains crosses the UP. At Sidney, in southwestern Nebraska, the BN's Alliance to Denver line crosses over the UP on a bridge, but BN's Alliance to Lincoln line crosses the UP at grade at Grand Island. Both of these places are good for taking in railroading big time.

The "really big show" on the UP in Nebraska takes place on the 125 miles between O'Fallons and Gibbon. Neither place has much scenery, but both are interesting junctions. At O'Fallons the UP's two track CTC line from the Powder River coalfields joins the Overland main from Cheyenne. Eastward from O'Fallons, the railroad has three mains (four for the first two miles) for the seven miles to the huge hump yard at North Platte.

Just east of the junction at O'Fallons is Hershey, as nice a town as you could ask for to spend a day UP watching. With grain elevators and a signature water tank, its best feature might be the neatly groomed and well shaded park hard by the main line — complete with a restored UP caboose among well tended flower beds. What a place to just kick back and watch some of the 100+ trains that pass every 24 hours.

Between O'Fallons and Gibbon the UP often runs more trains then you can keep track of. Sometimes it is very frustrating to stop and change film. Each town is identified, long in advance, by a soaring grain elevator. The smaller towns offer little for elevated shots, though the larger ones generally have one overpass with a pedestrian walkway for safe and legal photography. As one might expect, C&NW powered trains are common.

At Gibbon much of the Wyoming coal goes southeast toward Kansas City on the Marysville Subdivision. At 7:00 p.m. on July 31 I got photos of loads leaving the Overland main at Gibbon being met by empties returning to the mines. The next morning, the NLNP reflected the rising sun, and ten minutes later pigs and autos headed east behind "old" SD40s. At numerous times during my encounter with the UP along Route 30 (as I was traveling both eastbound and westbound on this trip), multi-train meets and "overtakes" were surprisingly common. Pacing shots are available in many places.

It is never-ending action.

Chillicothe and the Santa Fe

Thanks in large part to the coverage Joe McMillan gave Chillicothe is his book *High Green To Marceline*, I selected the area to make a one day Illinois rest stop. I also wanted to shoot a few warbonnets, as I have had few previous opportunities to do so. It proved to be a good idea.

East of the Illinois River, the line curves along Crow Creek in a lush, green setting and passes under several rural road bridges in the Wilbern area. On Sunday morning, August 2, after a long wait, a pig train finally came east behind a sparkling GP30. An hour later, a whistle was heard to the west. And then another one. Now, you don't suppose ...

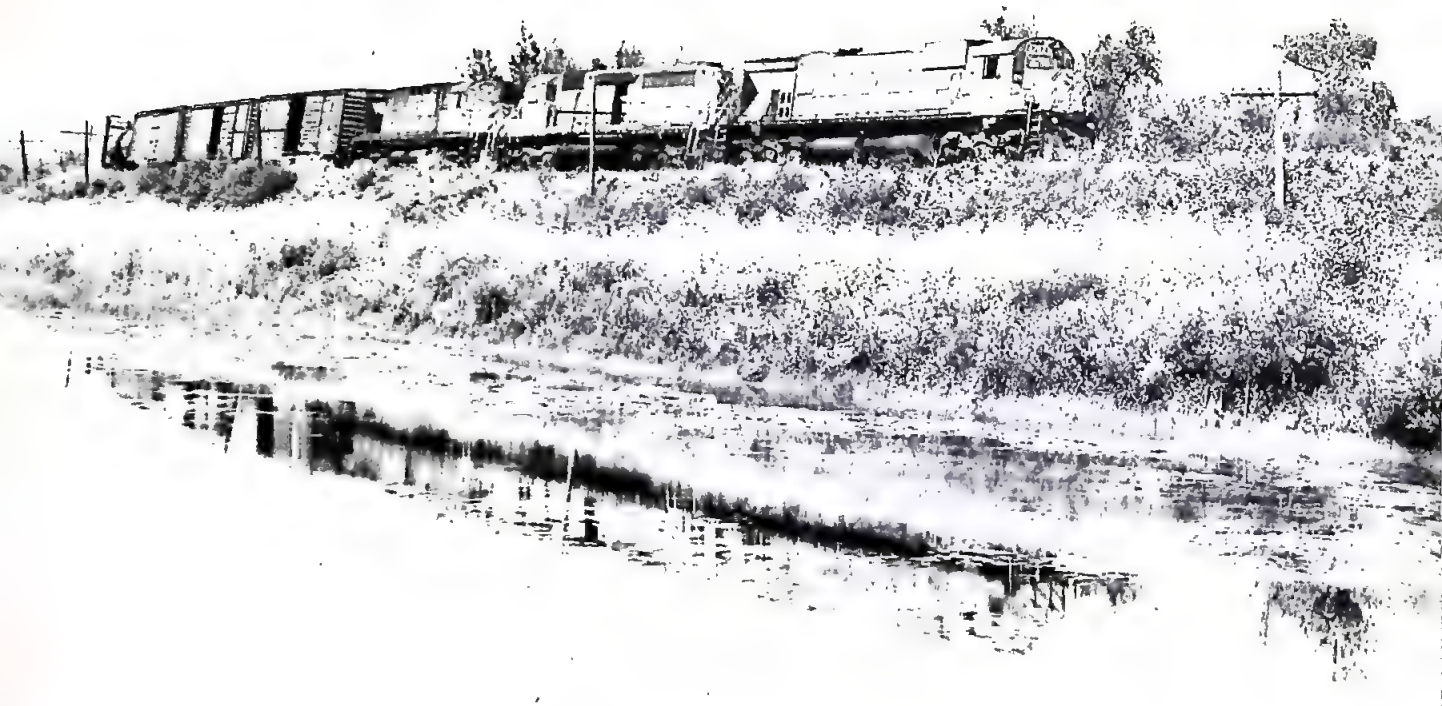
Indeed, a few moments later, not one but *two* headlights came around the curve. A Q-train on the eastbound main was speeding past a drag struggling east on the westbound main — both with warbonnets! And just to keep me feeling humble, Joe McMillan had gotten the same two-train shot at the same location 14 years earlier and printed it on page 69 of his *High Green* book!

In the afternoon, I crossed the Illinois River to work Edelstein Hill west of town. My good luck for the day wasn't finished yet. After sitting for an hour at Houlihan's Curve and watching more rain come down than Utah has received in two years, the clouds opened up to let the sun out just long enough to illuminate not one but two mile-and-a-half-long strings of J.B. Hunt trailers, again with Super Fleet GEs, head west. That evening, just at sunset, more pigs climbed the hill near Edelstein and past just about the most beautiful and well-tended farm in all of Peoria County. That day didn't produce many trains, but the overall experience was such a good one that I returned there on my way home to find more warbonnets. Is there a better paint scheme anywhere?

Alco hunting in Ontario

I can only think good things about a major railroad that still operates big four and six axle Alcos on many of its best schedules. (Yes, I know, they're MLWs, but even the locals call them Alcos, so I will too.)

It always helps to have a "native guide," and for the CP in Ontario I had the best: Greg McDonnell, from Cambridge, near Kitchener. We teamed up for about five days of Alco chasing.



BIG ALCOS IN ONTARIO were Harrop's primary targets, and on August 6, 1992, he caught this set with M636 4702 on CP Rail 923 reflected in Devil's Creek Pond east of Orr's Lake. Before reaching Canada, however, he spent a day on the Santa Fe around Chillicothe, Illinois, where he got very lucky at Wilbern when two eastbounds with Super Fleet power (**top right**) came around the curve side-by-side. Later that afternoon he caught more warbonnet GEs (**bottom right**) at Houlihan's Curve on Edelstein Hill.

Turmoil in the western Canadian coalfields has sent many SD40-2s used in coal train service to points east. This in turn has caused many of the big Alcos to be pulled from service — but fortunately, not all of them.

My first day in Canada produced lots of trains but no Alcos. I began to worry about getting "skunked." Day two, August 5th, the worries disappeared quickly when we found train 510 (off CSX at Detroit) on the main line at Woodstock headed by two big M636s with none other than the Caterpillar-powered 4711 in the lead on a beautiful soft-lit hazy day.

Following the 510 toward Toronto produced several photo opportunities, including a meet at Guelph Junction with a chopped-nose Geep on the Guelph Turn. By Milton, I was getting pretty pumped up, for we had learned that No.923 was corning west with M630 4570 leading. Now *this* was why I had planned the trip in the first place!

As we followed the 923 back west, getting several good shots, we arrived at Woodstock to find the Woodstock Wayfreight preparing to go down the branch to St. Thomas with two RS18s. Just as the 923 pulled alongside the wayfreight, the sun ducked behind a cloud. It didn't matter, as it had been an otherwise excellent Alco day.

On August 6th, we found the 923 again, this time with M636 4702 leading. This turned out to be a great sunny day chase. The best Alco experience of all came when the train, having been put in the siding at Wolverton for three eastbounds, came out on the main and accelerated west — there wasn't much smoke, but the sound was extraordinary and the setting was the lush Ontario countryside at its finest. After this, I could have left for home fulfilled.

One final note from Canada. I got to see my first ever train headed by Soo Line power, on the CP near Orr's Lake, Ontario. So I came out of this grand country, where I once lived, with all that I had hoped for plus much more. Wish I could have stayed longer, seen some more Alcos and watched the Jays win the World Series.

Buffalo and the Southern Tier

While I had never seen either of them first hand, the old Erie and the Erie Lackawanna have always been favorites. So after taking a quick look at the Buffalo scene, I wanted to follow Conrail's Southern Tier (the old Erie) to Binghamton and see some of that historic route.

Buffalo's Tifft Street overpass does indeed provide a good overview of several of the city's railroads, but a mile to the north of the overpass at CP 2, the action was even better. On the afternoon of August 7th, I saw nine trains in a little over two hours, including Norfolk Southern C39-8 8636 working between their Tifft East and Buffalo Junction yards, followed by NS 3930, a U23B shuffling auto racks over CP Draw. After two Conrail trains passed, CSX R320 from Detroit, behind a Chessie-scheme C&O GP30 entered the Buffalo & Pittsburgh yard.

The surprise of the day in Buffalo, however, was Conrail train BUEN (Buffalo-Enola) with two Burlington Northern units, the first of which was a white-face GP50. I thought of traveling hundreds of miles to see, say, Keating Summit and a Conrail train there — only to catch one with BN power. At least it would have been better than no train at all.

The old NYC "Water Level Route" main line from Buffalo east is certainly a busy one. At Depew, just east of Buffalo, we caught Amtrak 64, the eastbound *Maple Leaf*, taking on a load of passengers at a simple but attractive stop. I left my car there while Greg and I visited CP 2 in his car. Upon returning, I found that someone had busted out a

CP RAIL 4711 looks like a typical MLW M636 but is actually a one-of-a-kind with a Caterpillar engine. It was leading the 510 out of Detroit at Woodstock, Ont., on August 5, and later at Guelph Junction (**below**) it met the rebuilt Geep on the Guelph Turn. Shortly thereafter Doug caught M630 4570 leading the westbound 923 at Innerkip (**left**). After satisfying his quest for more Alcos, Doug headed stateside to pick up Conrail action in western New York. The old Erie main line still boasts some operating semaphore signals (**opposite right**) at Adrian, where BUOI passed with big GEs.

wi[illegible] in my Avis rental car and "cle[illegible]ed me out." Welcome to New York.

I learned a hard lesson that day: Never leave suitcases, garment bags, etc. in full view inside a locked car. Ah, well, it could have been worse; I had all of my cameras and exposed film with me. And now I'm wearing a lot of tee shirts that say "Penn State," "Altoona," "Letchworth Outfitters" etc.

Conrail's old Erie Lackawanna main out of Buffalo toward Hornell traverses some absolutely stunning countryside. We luckily picked up a D&H Bow coal train behind four GATX SD40s just out of Buffalo and followed it for 50 miles, getting some fine shots in rural settings. The train climbed the .95% East Attica Hill and topped out at Linden near a quaint antique shop, a setting that seemed proper.

I only caught four trains on the Southern Tier, but there was a good variety of power. On Saturday, August 8th, a double stack behind four Susquehanna units met Conrail's BUOI (Buffalo-Oak Island) east of Silver Springs. I elected to follow the BUOI east. The train rambled through some outstanding scenery, a prelude of what was in store for the next few days. It also split several semaphores east of Hornell, and there was something incongruous, albeit pleasing, about seeing high tech, state of the art super cab GEs running by those ancient blades.

At Gang Mills, while the BUOI switched the yard in heavy rain, I decided to follow piggybacker DHT8 back west behind CP GP9 8248 and an SD40-2. The real surprise of the day was the allowed speed on both tracks (55 m.p.h.). I hadn't expected this, and while the parallel roads were paved, they were also narrow, twisting and rain slick. Not being familiar with them, I didn't feel comfortable with a lot speed, so I got few shots.

At Hornell it was raining harder than ever, with a prediction of more to come. This forced a change of plans, sadly, eliminating Binghamton from the itinerary. I headed south for Pennsylvania, Keating Summit and the old Pennsy between Huntingdon and Johnstown.

The "P" Company revisited

After getting skunked at Keating Summit (most trains run there at night, and on August 9, 1992, *all* of the trains ran at night), I eventually found my way to the Pennsylvania Route 453 overpass crossing Conrail near Union Furnace. I came here for a sentimental reason. In July 1962 I had stood at this same place on the Pennsy Middle Division main line and watched an A-B-B-A set of Alco FAs/FBs struggle mightily on the slight upgrade with a train of heavy South American iron ore. (Later that day, that same ore train would climb Horseshoe Curve with three notched-nose Alco RSDs cut in mid-train and an A-B-A set of Baldwin Sharks pushing on the rear! After watching several other trains that day in 1962 headed by everything from Fairbanks Morse Erie-Builts to pure sets of F7s with Alcos pushing everything, I was just slightly disappointed that I hadn't seen any Baldwin Centipedes or new GP30s. And, no, I didn't get decent photos of any of it.)

These memories flooded my mind as I stared down at a main line that had changed some in 30 years: two tracks instead of three and a whole lot more foliage. Presently, Conrail coal trains passed beneath the bridge simultaneously in opposite directions. Empties going west and loads headed east. Today Conrail is often thought (at least among Western fans) of as a railroad of mostly TV trains and hot merchandisers, but it appeared to me that a lot of its "bread and butter" still comes from mineral trains — as it had for Pennsy.

Between Union Furnace and Huntingdon, Conrail passes through a serene countryside, quiet yet rugged, green and peaceful. County two-lanes (barely!) connect tiny hamlets (Spruce Creek, Barree, Petersburg) with the railroad passing over and under them frequently. The tracks, unobtrusively wind their way through hills and farms, as though they have been here as long as the land itself.

At Spruce Creek, a mile hike along the tracks ended at a twin-bore tunnel where an afternoon rush of TV's and coal trains went by in both directions on short headways. Near there, the trees along Pennsylvania Highway 45 open up to provide a perfect view at Espy Farms of the railroad alongside the Little Juniata River, where I caught a shot of Amtrak 43, the westbound *Pennsylvanian.*

More good locations in the area were at Petersburg, where Route 305 crosses the "Barree Straight Line," a long stretch of tangent track enclosed by the hills. Also in the Petersburg area is a fine "S" curve at the classic Pennsy position light signals 2081W/2082W (Milepost 208, Track 1 Westbound and Track 2 Westbound), a great setting for eastbound tonnage. A different type of signal array, this time a signal bridge, frames the scene at Warrior Ridge, Milepost 206, nestled in the hills two miles east of Petersburg. It's a great shot in both directions.

I ended my eastward sampling of Conrail at Huntingdon, where the nicely restored Hunt Tower served as a prop for eastbound coal trains. Heavy fog the next morning created a ghostly image of a westbound TV train.

Altoona to Lilly: The "real deal"

Altoona! Now there's a name that stirs the rail lover's soul as do few others. Like Bakersfield, Cheyenne, Helper, LaGrande, Grafton etc.: towns at the foot of the "Big Climb." Indeed, it was here, finally, that I found legions of other fans — most of them sitting in cars with New Jersey plates, out of the rain, across from the Altoona Transportation Center. Who could blame them. It was to be a mostly rainy three days (my time reserved for the area — not enough), but there was some sun, and the spirit of train watching was not dampened. At Altoona I picked up another native guide, my slide-trading friend Sidney Earle from Maryland who came up to join me.

There was much to see from the 17th Street overpass. At times it would be

dead quiet, and then, in a very short time, four or five helper sets would slip into place to await their turn up the hill. It's not quite the E-units/head end cars/P70 coaches image of the old *Duquesne*, but Amtrak's *Pennsylvanian* runs on a similar daytime schedule and provides an afternoon "varnish" diversion from the Conrail freights. Of course, the *Broadway* now comes down the hill in mid-morning.

To the west of 17th Street is a scene is as *reminiscent* of the old Pennsy as any I could find: A massive signal bridge over five tracks, nerve center Alto Tower and 200 empty coal cars charging up the hill with two units fore and aft. Deja' Vu.

Brickyard Curve on the west end of town was particularly rewarding. No "Keep Out" signs anywhere and good photo angles from elevation with a nice view of Altoona in the background. From here, the trains could be heard for quite a while climbing the hill.

After bypassing the Curve altogether (!), with its crowds, rain and "No Trespassing" signs everywhere, we found plenty of good locations to work at the top.

One of the advantages of being a working railroader is that you can appreciate things that other railfans might not be aware of. Anybody can thrill to a heavy eastbound coming over the top at Gallitzin, but as an engineer myself, I can picture how the Conrail engineer now begins the delicate task of going from power to dynamic, keeping the speed below 10 m.p.h. and "balancing the grade" through New Portage Tunnel and down the infamous "Slide" with its 2.3% grade. The helper on the rear plays an equally important role in controlling slack and train speed.

As the rains fell, I would mostly use my Mamiya 645 for black and white. When the sun popped out, I grabbed the Nikon to shoot slides.

A favorite spot was AR Tower at Gallitzin. I found towers like these to be intriguing, as there are few in the West and virtually none in Utah. AR Tower, at the highest point on Conrail, still funnels eastbound traffic down to one main and through the tunnel. It also controls the return of light helpers to Altoona.

Up above the tunnels, on the city streets, there are "welcome" signs threatening $10,000 fines for trespassing and dumping. I circumvented one by sneaking through the parking lot behind Erculiani's Restaurant (this, too, is private property, and I later learned that the people who own the "road" here have a great dislike for railfans) to reach a pole line that offers a fairly unobstructed view through the vegetation of the tracks east of the tunnels. While I expected to get arrested at any moment, it turned out to be worth the risk when I caught westbound empties meeting *Pennsylvanian* 42 (behind a rare GP40P) dropping down the Slide. The earlier rain had scoured the air, making this a "haze free" scene.

I suppose the Route 53 bridge over Conrail just east of Cresson might be the setting for the most rail photography done anywhere in the East — and with good reason. There are fine views all day of a four track main on a 1.05% eastbound grade. I loved the place and came back every day we were in the area. Afternoon light was especially good for both westbounds and eastbounds. Since traffic is so heavy and slow eastward, meets are common. I even got a three-way meet on August 11th when a short westbound TV train met an eastbound TV and a coal train getting into position to head up the Cresson Secondary.

Perhaps just as busy as Alto is MO Tower at Cresson, which handles the helpers on the west side of the hill. Fred Frailey, writing in the January 1985 *Trains*, stated, "By the time you read this, Conrail may be extending a traffic control system from Altoona to Conpit ... making the towers but a memory." In the late summer of 1992, the constant chatter coming over the scanners between tower and trains would suggest that Conrail may continue to wisely not extend that traffic control system any time soon.

Just down the road from Cresson is the quiet village of Lilly, which features a lightly used bridge with pedestrian lane crossing the tracks. From up here, again, the shots were good all day. Perhaps my favorite photos of the entire three days in the area were the two of coal barely moving up the 1+% behind a shiny GE super cab reflecting the rising sun, with a four-unit helper (two two-unit sets combined). It just didn't get any better than this.

Lilly. Where scooting light helpers, as common as houseflies, pass hustling TVs and struggling coal: a scene that typified Conrail from Pittsburgh to Altoona. I sure hated to leave here and go to Sand Patch. Call it a surfeit of railfan riches, I guess.

Climbing hills on CSX

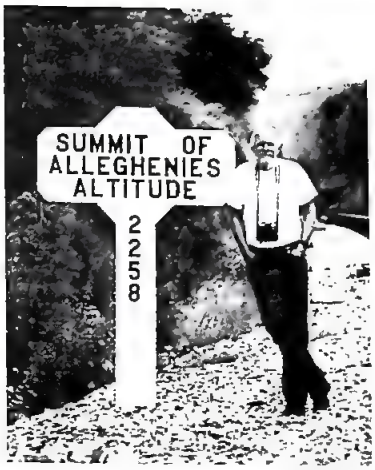
Hyndman was dreary and overcast on the morning of Thursday, August 13, so once again, out came the Mamiya. I was pretty excited, as I had never seen the route of the old B&O over Sand Patch before. We headed west to look for good

spent ending up on the Mance horseshoe curve. There were "No Trespassing" signs everywhere, both railroad and on private land. Thus, we paid a call to the farmer who owns much of the land near the curve and asked permission to access his property. We chatted for a while, and then he thanked us for asking and told us to go anywhere we wanted. A little common courtesy paid some dividends.

We had no more than set up on a hill above the curve when down came Q384 headed by GP40 6577 — still in B&O paint! Moments later, Q387 came charging up the hill behind two GE Dash 8-40Cs in stealth gray and no helpers. Fifteen minutes later Q396, with two much more colorful Dash 8-40CWs, whined downhill past the rustic store/house in the middle of the curve.

At the top of the hill, we met Pete Kelly, daylight operator at SA Tower. He was friendly and gave us the current line-up. This allowed us to set up on the bridge west of the tower in time to shoot a meet between R352 and R137, each with a mixed bag of power behind a Chessie GP40/GP40-2, at 11:20 a.m. Not a bad morning.

The afternoon produced only one train, R135 leaving Sand Patch Tunnel with its Chicago-bound trailers. Since it was getting darker by the minute now, with no more trains in sight, Sydney took a picture of this Utah outlander with the famous "Summit of the Alleghenies, Altitude 2258" sign, and we headed for Cumberland, quite satisfied with the day.



SIDNEY EARLE, JR

The "West End"

Retracing a bit of my journey from three decades past, I wanted to see Seventeen Mile Grade and Altamont, the B&O's famous "West End" main line. While the St. Louis line is broken and abandoned west of Grafton, the West End still sees a lot of coal trains out of West Virginia. But the fog was very thick that morning and no trains were coming until later in the day, so we headed directly to M&K Junction. There we were promised two and maybe three coal trains were to be called out of Grafton. All right!

In the meantime, we shot R316 climbing eastward at Amblersburg with a three-unit head end helper and five big six-motors for road power. The brush has grown so thick along Salt Lick Road that Amblersburg is about the only shooting angle left. The train, with eight units, was moving well, so we headed for Terra Alta for the "out of The Hole" shot at the top of the grade.

Still hoping for an eastbound coal train climbing the grade, we returned to the big curve at Tanners Crossing, halfway down Cranberry Grade to the west. But soon, a whistle carrying through the gloom from Terra Alta, indicated a westbound. So I picked my way into the graveyard at Graveyard Curve for 200 empty coal cars headed for Grafton. It had been suggested that this would be a prime area for snakes, given the knee-high growth of shrubbery. Didn't see any but was quick to leave once the train passed. Of all the locations visited on the trip, this was the one place I really felt like I was trespassing. And it wasn't even posted.

Sidney and I shot the empties at Rowlesburg and again at Newburg. But still no loaded coal trains.

Q Tower at Hardman was the best tower of the lot. Isolated and hard to find, it was most picturesque and in a sylvan setting. The op was wary at first, then slowly warmed to our conversation. He seemed lonely (understandable), for he had few visitors. He was, like myself, amazed that the tower still stood, as its only role was to assist in placing helpers on eastbound coal trains — of which there would be none today until after dark (no rested crews at Grafton).

He then began telling stories of life in

THE CONRAIL MAIN LINE out of Altoona still has a lot of Pennsy flavor, like those position light signals at Alto Tower where a westbound coal train (**opposite top**) was about to assault Horse Shoe Curve on August 11. That same day (**below**) an eastbound was headed downhill at Gallitzin — one of engineer Harrop's "ugly summits." Doug posed (**above**) with the Sand Patch summit sign.

the tower, of how a six foot blacksnake once came up through the levers to greet him on the second floor one night a 2:00 a.m. It was a good conversation, and I regretted having to leave. We stayed around long enough to get westbound R317 passing the tower.

As I packed my gear and prepared to leave West Virginia, I couldn't help but compare the day's events and sights with those experienced 30 years ago. Back then this railroad was vibrant and alive, with hourly coal trains climbing the grades with sets of F7s on both ends. I remembered a hot *Timesaver*, as they called 'em back then, sweeping around Salt Lick Curve, Geeps up front, F7s pushing, meeting light F7s returning to M&K, and later, two other *Timesavers* meeting at Altamont. I wanted to duplicate that shot this summer, but it didn't work out.

Today, while the trains still run, they are few in number. Indeed, the line seems like little more than a heavy duty branch. I am both glad and sad that I got to see it again. I fervently hope that it will have a positive future and not go the way of the once nearby Western Maryland.

Eastern "rails"

Since my return trip covered much the same ground as the eastbound trek, we'll forego the "play by play" at this point and reflect on some of this Westerner's impressions of railfanning in the Northeast.

While on any photo safari, I always enjoy talking to railroad employees, especially road crews. On this trip, with only one exception (a Conrail engineer out of Buffalo with a four-letter vocabulary who seemed to hate everybody and everything — especially the company that was paying him more than $60,000 a year to run their engines) they were all friendly, outgoing and willing to call the DS to find out which trains were where. And some were even eager to hear about Western operations. "Are you really going to fold?" was the most often asked question about the SP.

Many of them, by virtue of district consolidation, work one-way trips of 250 to 300 miles (particularly those I encountered on the Santa Fe and UP). What really amazed me was that due to so many men having been "bought out," many districts are short handed. This is resulting in crews commonly completing a 500+ mile round trip only to be called to make another one ten to 15 hours later. This makes for big paychecks with no time off to spend them, as mark-offs are generally being denied. Also, many of the men looked fatigued, as only rails can look after too many nights on the road with too little sleep. It also made me appreciate my own 500-mile run as an engineer (round trip between Ogden, Utah, and Carlin, Nevada), with each one separated by a 50 to 70 hour layover at home. Smaller checks, but a better life.

Eastern fans

Meeting people, both old friends and new acquaintances, very much enriched my travels. Several of them opened up their homes for a night's rest and a home-cooked meal, and then provided guide service in their area for the next day(s). Some of these were people I was meeting for the first time! We would shoot trains by day and then have slide shows at night. It gave me the privilege of seeing some of the East's very best photographers.

It was also a very humbling experience. I would always show mine first, to sort of provide the warm-up, or opening act, before the main show. Humbling indeed. And does anyone east of Dick Dorn have a better collection of "snowplows bucking drifts" slides than Greg McDonnell, author of *Signatures in Steel*? The sheer enjoyment of seeing those slides was further enhanced by his understated, hilarious, frightening tales of how he obtained them.

I would like to sincerely thank the following folks for helping to make my Eastern vacation a memorable one: John and Rose Bjorkland; Jim Coglin; Sidney Earle, Jr.; Bruce Kelly; Greg and Maureen McDonnell and Dave and Jill Oroszi. Without them I would have spent most of the trip being lonely and lost.

Lineside humor

Surprisingly, except for the Altoona area, I encountered very few other photographers during the four weeks trackside. This would suggest that in the East you folks are smart enough to stay indoors on rainy days.

I found one group of locals on an overpass near Edelstein, Illinois. We laughed the afternoon away, staring at empty Santa Fe rails, while one of them, a real Harley guy, regaled us with "biker stories." The best one was about a rider who outfitted his large Irish Setter with a Harley cap and bandanna, then taught him to straddle the bike's saddle, with his forepaws over his master's shoulders. One day one of the guy's friends walked up to him and said, "John, I've seen some ugly women riding on the backs of these motorcycles, but that dog I saw riding with you the other day is the ugliest one I've seen yet!"

Who needed trains with material like that?

One day while on Conrail in Pennsylvania, I spent the better part of 15 minutes lining up two tripod-mounted cameras to capture a train with the highest mountain in the area as a backdrop. A farmer and his son in a nearby field had been watching. When I finished setting up, I stood back to wait for the train. The farmer walked over, looked at the camera, then at the mountain and said, "Fella, if you wait here all day, I don't think that mountain is going to erupt."

THE OLD B&O MAIN at Terra Alta "drops off sharp at the edge of town," where eastbound R-316 was cresting Cranberry Grade on August 14, with its train dragging up around Salt Lick Curve. This view looking west was Harrop's other "ugly summit."

PETERSBURG, PENNSYLVANIA, with its reverse curves on the old Pennsy Middle Division, was a favorite spot for Harrop; on August 10 a morning manifest was eastbound. The Route 53 overpass (**below**) at Cresson was a great spot for action, such as here on August 12 when an eastbound met light helpers and an empty hopper train.

Keep Out!

Apparently Conrail, as well as CSX, is fed up to here with trespassers. On Conrail, the buildings, bridges, signals ... everything ... are wallpapered with rather threatening "No Trespassing" signs. I didn't even try to get any pictures from out of bounds at Horseshoe, especially when all the other fans were obeying the signs, staying within the designated viewing area. It didn't seem to be worth the hassle. For the most part, I obeyed the signs, stayed out of their towers, etc. This all made places like the Route 53 bridge at Cresson (if you don't mind the roar and vibrations of huge passing trucks) or the bridges at Lilly and Portage appealing locations to shoot from. There were plenty of good places without going on the property very often.

CSX is almost as bad, only in addition to signs, they have driven rail lengths into the roads leading to places like Falls Cut Tunnel and Manilla on Sand Patch. Alternate sights were selected, but it was frustrating. Several photos on the "want list" are still on that list.

Favorite place

I was asked this, and it's a tough call. It could have been Lobo or the curves east of Orr's Lake in Ontario. Houlihan's Curve on the Santa Fe in Illinois is a great place to spend an afternoon. Graveyard Curve on the CSX Cranberry Grade would be an inspiring place to watch a coal train labor up the 2.8% (I didn't get to see one and would have stayed in the area one more day just for that purpose, but I had to be in Columbus, Ohio, the next day for the Mopar Nationals, the largest collection of Chrysler muscle cars ever assembled in one place — man does not live by trains alone).

It could have been Hershey, Nebraska — and for all the places I have ever watched the UP, this might be the best place of all, certainly the busiest.

These and many others were just outstanding. But my mind keeps going back to Warrior Ridge, Pa. This somewhat remote location west of

Huntingdon was just about perfect. For an afternoon, then again the next morning, I just set up my camera and lawn chair and settled back to enjoy the peace and quiet, the sounds of the country and forest, between the passing Conrail trains. There is a nice signal bridge there that can be used to good advantage both late in the afternoon and in the early morning. I'll bet it is just outstanding in October.

Disappointments?

Not many — and mostly of my own making.

I didn't get to see a train go over the obscure Keating Summit in northern Pennsylvania. I found out in Port Allegheny at 8:00 o'clock one morning that several trains had gone through the previous evening and nothing else would run until later that night. There is a narrow bridge at the top with a good view in both directions of the railroad coming up through a canyon of trees. Helpers are used in both directions, and the south side of the hill is very remote and scenic but hard to reach.

A bit too much rain.

Not getting to the Binghamton area. From the west, I reached Gang Mills in heavy rain with the radio promising much more to come. So I headed south for two rare days of sunshine in Pennsylvania. Binghamton will top my list for my next trip East.

Not many trains on the Santa Fe in Illinois. I expected a lot more.

No coal going east out of Grafton in daylight. There were trains but no crews. Ah, the ever-present problem with this hobby: Trains, but no crews ... or no power ... or an MofW window. I suppose this is what makes the sweet moments, when trains run as they are supposed to, even sweeter. Never plan to "do" Sand Patch and the West End in only two days. These are superb places, real Eastern showcases. And who knows what the future will bring for the West End?

Two ugly summits

I stood above the Portage Tunnel at Gallitzin and looked east down "the Slide," where the eastbound main tips over the top and drops down a 2.3% grade and around Benny curve toward Altoona. Two days later, at Terra Alta, W.Va., I looked west at the point where the old B&O Cranberry grade drops down "the Hole," a hill that exceeds 2.8% in places. From an engineer's viewpoint, I tried to create the feeling

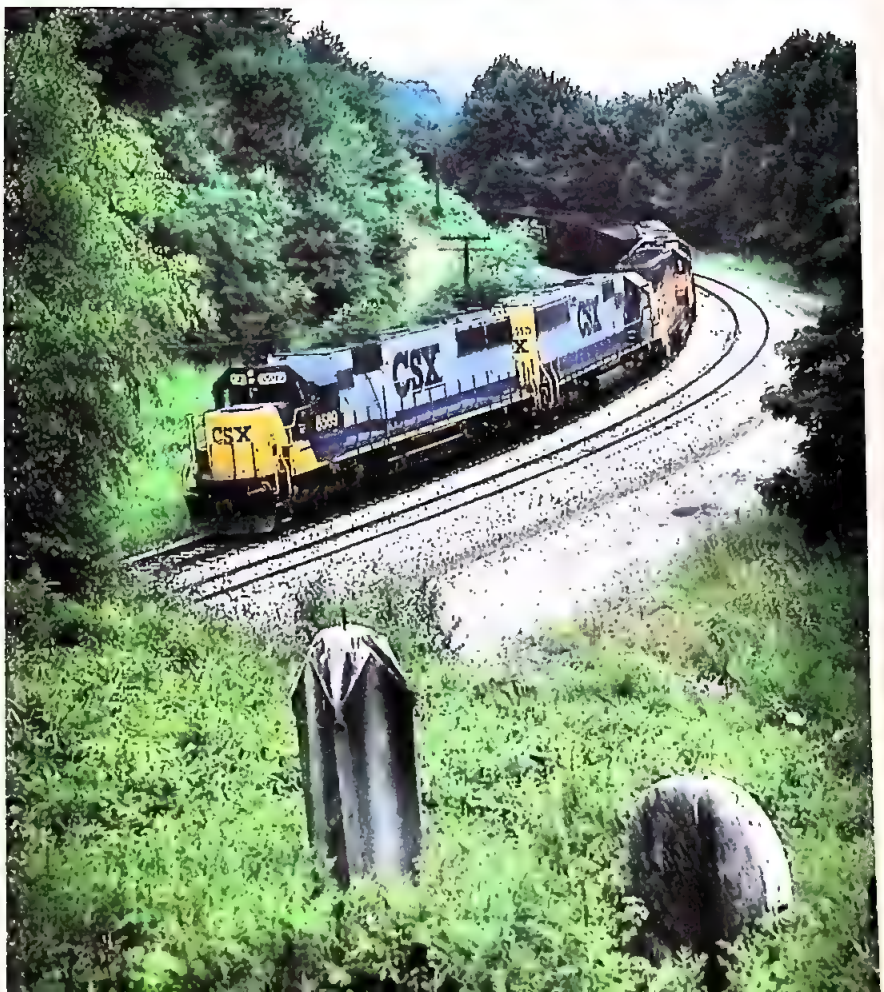
THE CSX ACTION IN B&O COUNTRY included this westbound -317 dropping down toward Grafton past Q Tower at Hardman on ugust 14; earlier that day Harrop had caught another westbound t Grave Yard Curve (**opposite bottom**) at Rodeman. His only isappointment on the West End was a lack of eastbounds to photograph on the grades. A pair of big GEs had come gliding downhill (**top**) at Mance the day before. One of Harrop's favorite spots from the entire trip was on Conrail at Warrior Ridge, where a pair of GE Dash 8-40CWs (**opposite top**) had a coal train eastbound through the hills and under the classic Pennsy signal bridge.

the hogger would have while tipping over these two hellish grades on a freezing winter night with full tonnage, weak dynamics and a possible "dynamiter" (or "kicker" in Eastern parlance; a car with a bad order brake that causes the train to go into emergency as soon as the first set of air is made) in the train. I suppose with all the good new power I saw on Conrail, this doesn't happen very often on their many grades. But looking at some of the "dog's breakfast" lash-ups on CSX, I can imagine it happening at least occasionally on the West End. When all those conditions come together, it is truly "white knuckle" time, testing the mettle of any engineer that has ever run in mountain territory — and especially on those two summits.

I shall return

I hope I don't have to wait another 30 years for my next tour of the East. There are too many good things to see again — and see for the first time. The people were warm and friendly and the land scenic and green — the latter, I'm sure, the result of the record rains that fell during my visit in the summer of '92.

While the West will always have a lot to offer for rail photography, I'll go east again in a minute — a New York minute!



TWO KODACHROMES FRANCIS J. D'ALCO

ON OPENING DAY, SW900 901 headed through Wilton to pick up the first loads at the pit. Returning eastward, (**left**) the train passed North River Road's operating wig-wag signal. With operations settling down to conveyor-like efficiency, the 901 was leading its ten loaded hoppers across the Souhegan River bridge (**below**) on November 9, 1992.

(Continued from page 55)

Rail operations on July 16, 1992, were the culmination of a long period of waiting for a little engine that could — and hopefully the beginning of a long and growing prosperity for the Milford-Bennington.

KODACHROME: MIKE CONFALONE

BY JIM BOYD

Railfan-Railroaders

Back before he came to work as an editor for R&R, Mike Del Vecchio owned a small electronics store in his hometown of Dover, New Jersey, and on a fairly regular basis he would hold a slide session in the basement with his railfan friends. These casual slide shows would occasionally gather anywhere from ten to 30 people, and a number of Mike's "regulars" were then and are now working railroaders, like Conrail conductors Bob Bahrs and John Sobotka and engineers Dominick Bonanno and Sam Caliciotti (now on Amtrak).

Mike had met this bunch of railfan railroaders before the store venture: Bahrs while following Conrail's Dover Drill, Sobotka on the Dover Drill while tracking down the last of the DL&W m.u. electrics ("mews" in Sobotka parlance), Caliciotti via Bahrs while both worked the salvage trains removing the Lackawanna cut-off across northern New Jersey. Of all places, Mike met Bonanno at Dover Photo where Dominick would frequent on Saturday afternoons to feed his hungry stable of Leicas. Dominick is a photo-fanatic and a severe Leica-phile.

After Del Vecchio sold his store and took the job here at Carstens in 1987, the bunch stayed in touch with Bahrs and/or Bonanno organizing occasional slide shows. As the years passed, these railroader friends have dedicated more than just the usual measure of loyalty toward their respective employers.

Dominick Bonanno managed to sell the concept of an division newsletter to Conrail management, and his black & white photocopied page has grown into a four-color glossy eight-page magazine called *Conrail People*. Sobotka got into the act as assistant editor, later getting involved with Conrail's Philadelphia Division Labor Management Board and its Branch Line Subcommittee (to help drum up business with branch line costumers). His subcommittee activities and connections enabled John to arrange for Conrail equipment to appear at the Whippany Railroad Museum's annual Festival on the Morristown & Erie Railway.

The first year the Conrail display had been a switch engine and a bay window caboose, but the success of that effort — and a growing Conrail employee participation in Operation Lifesaver — led to a GP38 being painted for the next appearance and later to a boxcar equipped to display Bonanno photographs and to the present Operation Lifesaver theatre boxcar. Sobotka's train now makes regular appearances at public-oriented affairs, like the Whippany Festival, Steamtown's Railphoto '92, NJ Transit's Hoboken Festival and others. This all has kept Sobotka busy, but he still holds a regular run, usually on the River Line between Oak Island and Selkirk, or on one of Conrail's many area wayfreights.

Dominick Bonnano is busy almost full time on the publications and chasing the brass around for photos, and just this week we received the all-color Philadelphia Division Safety and Labor/ Management calendar brimming with Bonanno photos that he prints himself in his own basement darkroom. The "Dom" takes quite a ribbing from his friends on how long it's been since he's been in an engine cab.

Bahrs is a skillful photographer who contributes to railfan publications and is regularly published in Conrail calendars and contests. Bob bought and has beautifully restored a 45-foot Bangor & Aroostook caboose, C-67, in which he regularly hosts the slide shows.

And what about Caliciotti? Bahrs and Caliciotti are Lackawanna fans, so, of course, Del Vecchio keeps in touch. A man in his late 30s today, Sam actually began his railroad career on steam, firing the ex-Southern 2-8-0 385 on the Morris County Central. He then hired out in engine service on the Erie Lackawanna in 1972, which continued into Conrail. He left Big Blue and went to the Morristown & Erie in 1989 and within a year went to work for Amtrak as an engineer. He has worked on the Northeast Corridor, Sunnsyside Yard and the protect engine at Hudson Tower near Newark.

An outgoing individual and a company man, Sam had become the New York Division safety coordinator. That involvement led to the formation of an Amtrak New York Division safety newsletter which Caliciotti has developed into the *Empire State Express*, a glossy eight-page newsletter with color covers.

Lately, Sam has been quite busy with Amtrak projects (like preparing technical papers on the air brake systems on the Mail Handling Cars and the brakes on the X2000)

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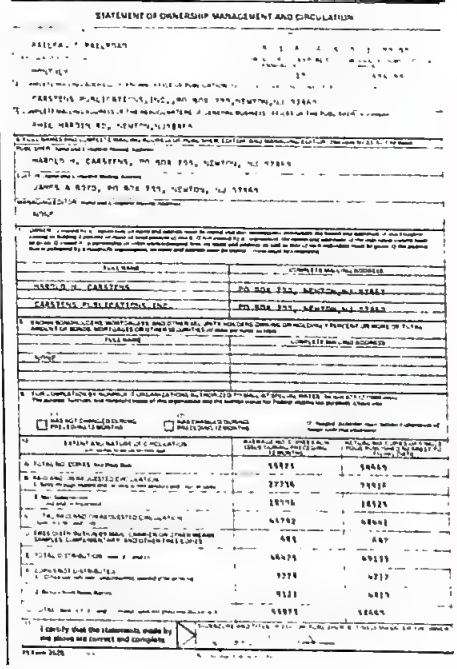
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DANIEL S. DRAHEIM

WITH SOUTHERN STEAM in both of their backgrounds, engineer Sam Caliciotti and Amtrak Chairman Graham Claytor were together aboard the X2000 on the December 12 test run. Caliciotti edits Amtrak's *Empire State Express* safety newsletter and shot our cover photo of Bill Clinton.

as well as running locomotives. But the other night Del Vecchio stopped by to look at Sam's X2000 photos for this issue's feature. As Mike tells it:

"I've seen Sam's photography for years, and he's consistently good. But his coverage of the X2000 test runs was impressive, and I couldn't believe the shot of presidential candidate Clinton. Sam recalled that he took the photo in August after the Democratic Convention when Clinton travelled Amtrak between New York and Philadelphia. Sam saw him there talking to others, and somebody from passenger services presented Clinton with an Amtrak conductor's hat. Sam asked Bill Clinton if he would put it on, and the rest is history (see this month's cover).

"Sam rode both X2000 trips on the Corridor, as well as the Harrisburg runs. And Sam seems to get along with the brass. Sharing a background of Southern steam, Graham Claytor even invited Sam down to see his favorite locomotive, Southern 2-8-2 4501."

Sam had some first-hand observations about the X2000 that he related to Del Vecchio. They are included in the following item:

The X2000 on the Corridor

Since its October 1992 arrival, the X2000 has been an eagerly anticipated item on the famed and fast Northeast Corridor. With many scheduled display days at both Washington, D.C., and Philadelphia and test runs initially done on the Harrisburg line, there were no firm dates for Corridor testing. As of this mid-December 1992 writing, the X2000 had been on the Corridor only twice.

On December 5 the X2000 got its first chance to ply the broad way, departing Philadelphia about 8:30 a.m. for New York City. On this first trip on the New York Division, there were many stops for checks and measuring. At the entrance and exit of significant curves X2000 stopped so test people could place magnetic detectors on the rails to measure behavior, and it stopped at certain stations to measure clearance. A video camera was mounted to monitor the pantograph's relationship to the trolley wire.

The X2000 got to New York at rough noon, went over to Sunnyside yard (Amtrak Long Island staging yard for Manhattan Penn Station) and departed New York at 5:30 p.m. The X2000 glided effortless past me on the sharp reverse curves at Harrison, N.J., at roughly 60 m.p.h. — it was smooth and quiet, a true zephyr. All Amtrak radio chatter referred to the train as "X2000."

The following Saturday, December 12, X2000 got a chance to really stretch its legs. Departing Philadelphia for New York at about 8:00 a.m., the 25-plus people on board were mostly Amtrak upper management, including Chairman Graham Claytor; Executive Vice Presidents William S. Norman and Dennis F. Sullivan; VP Transportation Robert C. Vanderclute, Jr., and VP Engineering Peter A. Cannito. On this trip X2000 ran for an extended time in the 140 m.p.h. range and hit 155 m.p.h. on the straight track between "County" and "Fair" (New Brunswick and Trenton) on the return trip.

Amtrak locomotive engineer Sam Caliciotti was on both runs taking pictures for the *Empire State Express*, his Amtrak New York Division employee newsletter. He was impressed with the tilt feature, reporting that the train passed through the reverse curves near Metuchen at more than 100 m.p.h., territory normally posted at 80. The ride was smooth, and Sam noted that with his eyes closed it was difficult to tell that the train was traversing a curve.

For the roster-philes, the X2000 trainset on Amtrak wears the number 2013; it was the last of a 13-trainset order — the other

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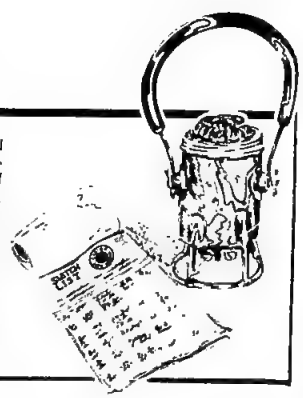

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twelve are presently in service in Sweden. The "blue card" in the cab states that the locomotive generates 5000 h.p., and one of the ABB technicians had said that 4400 h.p. actually gets to the wheels.

With an upcoming stint in revenue service (see Zimmermann's feature text), it seems that anyone who wants to ride X2000 will get the chance. Even in an early Northeastern winter, X2000 seems to be proving reliable. But the real test will be that three-hour goal between New York and Boston — M.D.

Houlihan's Curve

When I heard that Santa Fe 4-8-4 3751 was going to make a round trip to Chicago as part of its Topeka Railroad Days journey from L.A. in late August and early September 1992, I had but one thought, "I really want to see that thing assault Edelstein Hill westbound!" Edelstein Hill, of course, could mean only one shot: Houlihan's Curve. That is where the double track main strides westward off the Illinois River floodplain on a long straightaway that begins a 1% climb on a fill right out of the Chillicothe yard. At Houlihan's Curve the tracks encounter the hill and sweep grandly to the north to climb out of the valley. It's probably the most picturesque spot on the Santa Fe in Illinois (see Doug Harrop's shot of Super Fleets there on page 59 — he got the "classic" shot, using Joe McMillan's book *High Green to Marceline* as a guide).

I was willing to drive all the way from New Jersey just to get the shot at Houlihan's. Well, almost. Looking at the frantic schedule they had for the 3751, it was pretty obvious that it would, indeed, be a one-shot day or would require driving mileage in the three figures for additonal shots. Not too productive, when you crank in a 1600-mile round trip just to get there.

I decided to let the weather make the decision for me. I was prepared to drive to Chicago for the 3751 if the weather looked good. If you remember that week, however, the weather *did not* look good. A massive storm system was raging across the Midwest, and I canceled my plans and stayed home. Surely the magazine would receive dozens of shots from Edelstein Hill.

The eastbound run on September 9 was, as forecast, in a downpour. The front blew through that night, however, and the 3751 made its westbound run out of Chicago on Thursday, the 10th, in screaming sunshine. I should have gambled it.

Back in New Jersey I waited for the mail. We got lots of photos of the 3751 as the deadline for the December 1992 issue neared, but not one from Edelstein. Finally, I went on the attack and called the one guy I was sure would have it: Joe McMillan.

"Hi, Joe. Did you get the 3751 westbound on Edelstein?"

"Sure did."

"Could you send me the photos, pronto?"

"No problem."

When I got the pictures I was aghast. Joe had gone to the road bridge near the top of the hill — not Houlihan's Curve! I hadn't even thought to ask him *where* on Edelstein he had shot. I couldn't believe it. The darkish down-on shot, even with McMillan's credit line, wasn't as good as the numerous shots

next month in RAILFAN & RAILROAD

• **STEAM SURVIVES IN POLAND: Steve Brown has visited Poland twice in the past year and reports on some fascinating steam still operating in regular service — and notes that tourism may help it survive even longer.**

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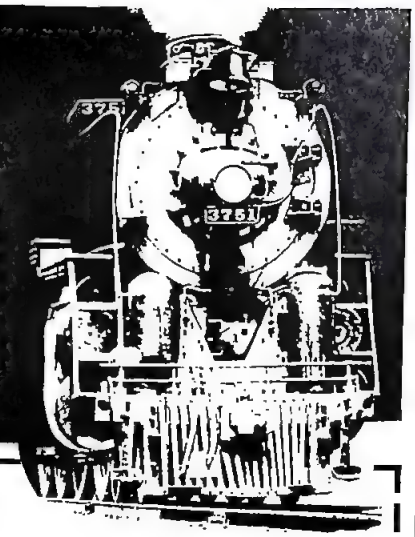

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from elsewhere we'd [illegible]. I ran the shots from other locations on page 89 of the December issue.

Oh, well, I'd at least get to see the Houlihan's shot in *Trains*.

Wrong. It seems that *Trains* Editor Kevin Keefe had been cheek-by-jowl with McMillan on the overpass and had gotten the same shot. Keefe's darkish down-on shot in the December *Trains* looked as bad as Joe's.

I couldn't stand it. I called McMillan. "Why in blazes didn't you shoot Houlihan's?"

He agreed that the shot from the overhead bridge had come out a bit down-on and darkish — a disappointment to him, as well. ("Boy, that engine is *black* from that angle," he observed). It seems that the narrow road at Houlihan's Curve had been jammed with cars, and the rather small "perfect" spot was more than overwhelmed with railfan humanity. Keeping in mind that Houlihan's is an *afternoon* shot with less than optimum light in the morning, both Joe and Kevin had opted for the road bridge (the second most popular spot on the hill, that bridge's best angle is looking west at eastbounds coming downhill).

Awright! I *still* want to see a shot of 3751 at Houlihan's. Somebody in that mob must have gotten the picture. Get off your duff! We will publish in color the best photo we get of the 3751 at Houlihan's Curve.

I don't doubt that McMillan and Keefe would like to see it, too.

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Railnews

KODACHROME 25 WAYNE MONGER

PORTOLA RAILROAD MUSEUM hosted Railfan Photographer's Day September 19. O&NW Baldwins 3 and 4 and caboose 300 were positioned for night shots. See page 44.

SOUTHEAST KANSAS RAILROAD ex-MKT RS3M 143 worked at Coffeyville, Kansas, November 29 (**right**). See page 44.

CUMBERLAND RAILFEST held November 1-8 drew nearly 1000 fans to see vintage power like WM F7 236 perform next to CSX Dash 8-40CWs (**below**). See page 44.

SEATTLE FILM WORKS CHROME: MIKE MURRAY

EKTACHROME: TIM WILSON

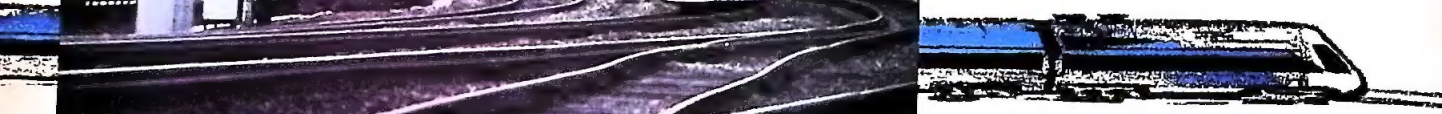
CTA's 6000-SERIES CARS were retired on December 4 shortly after the morning run past Diversey Station (**below**). See page 44.

CHICAGO SOUTH SHORE & SOUTH BEND celebrated the opening of its new Michiana Regional Airport station in South Bend, Indiana, on November 20 with an inaugural train (comprised of new Sumitomo/Nippon Sharyu cars) breaking through a banner (**below**). For the complete story, see TRANSIT CURRENTS on page 36.

KODACHROMES / ABOVE: CHARLES WILLER, BELOW: BRUCE NELSON

KODACHROME MIKE DEL VECCHIO

HEADING EAST from Newark, N.J., for the first time, the X2000 glided thorough the curves at Harrison (**left**) on December 5, 1992. On the December 10 press run from Philadelphia to Lancaster, the X2000 kicked up the snow (**below center left**) westbound at Gap, Pa., and posed for photos (**bottom**) in the cold at the Lancaster depot before returning to Philly. The press run demonstrated the effectiveness of the tilt system, and the X2000 will enter revenue service in February 1993 for customer evaluation. See the Karl Zimmermann feature on page 46.



X2000

KODACOLOR: ART WILKINSON

KODACOLOR: SAM CALICIOTTI

CHAIRMAN GRAHAM CLAYTOR posed for a photo sitting in the right side "fireman's" seat of the lead cab of the X2000 on the December 12 Corridor test run in New Jersey. Due to trackwork nearby, the X2000 would be running European style on the left hand Number 3 main line with the engineer "driving" on the left side.

KODACHROME KARL ZIMMERMANN

The Western Canada Series

4 great tapes covering the most scenic sections of the Canadian Rockies. Head for the Rockies with its superb mountain railroading and spectacular scenery.

All tapes shot on Betacam-SP with live stereo audio

Canada's Canyon Route

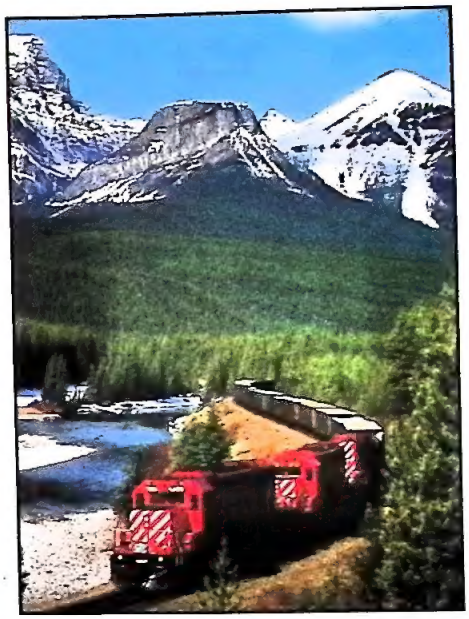
Travel to Western Canada for exciting action with CN and CP as they snake their way through some of the most rugged territory in North America. The Thompson River Canyon in British Columbia forms a natural yet treacherous route west with CP running one side of the river and CN on the other. At Lytton the Thompson flows into the Fraser River and both lines continue along this path. Highlights include CP unit coal trains with mid-train helpers, 9000 series wide-cabs and leased units. CN action includes unit trains, mixed freights plus some surprises. Plenty of tunnels, rocksheds, and bridges in the spectacular Thompson and Fraser Canyons make this a great show.

57 Minutes $29.95

CN's Yellowhead Pass

Canadian National's route through the Rockies is the subject of this program featuring some of the best scenery along the CN transcontinental route. Watch heavy freight action from Jasper west to Valemount as we explore the Albreda and Robson Subdivisions of the CN mainline toward Vancouver. In addition to a variety of freight traffic there is ample coverage of VIA passenger trains including the "Canadian" and "Skeena" trains. This scenic area includes beautiful snowcapped peaks, mountain lakes, and wildlife. It's all here in the beautiful area of Yellowhead Pass!

45 Minutes $29.95



CP's Kicking Horse Pass

The Kicking Horse route over the Rocky mountains of Western Canada is one of the most famous in North America. Watch freight action on CP's Mainline along Kicking Horse Canyon between Golden and Field. Then climb Kicking Horse Pass traversing the two famous Spiral Tunnels before crossing the Continental Divide. Superb scenery and variety of trains in this mountain region.

46 Minutes $29.95

Cab Ride Over Kicking Horse

Enjoy a ride aboard CP SD40-2F 9020 a
we travel upgrade from Field to Lak
Louise. You'll ride up the 2% grade i
run 8, through the Spiral Tunnels, an
cross the Continental Divide. Learn abou
the route, plus an informative train contro
segment by the engineer. You won't mis
any of this famous Pass as you ride aboar
one of CP Rail's newest engines.

77 Minutes $29.9

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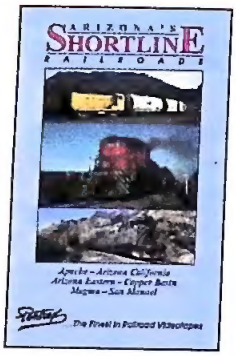
NEWEST RELEASES FROM PENTREX

ARIZONA'S SHORTLINE RAILROADS



The natural beauty of Arizona's desert landscape creates a dramatic setting for the unique group of shortline railroads that cut across the state. Powered by older-model locomotives from Baldwin, Alco, and EMD, the trains of Arizona's shortlines are a varied lot. The copper roads are exciting to watch. We see the Copper Basin, San Manuel, Magma Arizona, and the Arizona Eastern in action. Then we view the first-class operations of the new Arizona and California running in the western part of the state. A tour of the Apache Railway, famous for its Alco locomotives, concludes the presentation. When these smoking diesels are filmed against a desert alive with spring wildflowers, the result is a visually stunning experience! In color, with live audio and narration.

100 Minutes **#PEN-ASHORT** **$39.95**

SOUTHERN PACIFIC 2472

Recently-restored Southern Pacific 2472, a 4-6-2 steam locomotive, completed its longest journey to date when it traveled from San Jose to Los Angeles and back in September, 1992. This Pacific-type engine, owned by the Golden Gate Railroad Museum, performed flawlessly pulling the *Pacific Limited* excursion special. On its return trip to Oakland, it pulled the *Earth Train,* a special charter headed for the east coast. The colorful train consisted of Rio Grande Ski Train cars and private domeliners, and traveled over the Southern Pacific's scenic Coast Route in both directions. The scenic Pacific Coast shoreline and the 2472 combine to make this a most memorable journey that you won't want to miss! In color, with live audio and narration.

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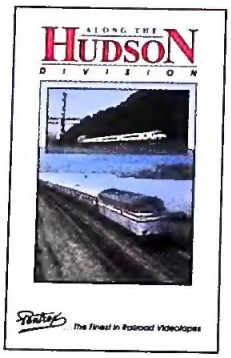
ALONG THE HUDSON DIVISION



Come along in the cab and on the ground as we follow Metro-North and Amtrak trains north along the Hudson River out of New York's Penn Station. The line is home to the unique fleet of Amtrak and Metro-North FL-9 diesel electrics, as well as Amtrak Turboliners, Metro-North MU cars, and Conrail freights. The scenery is beautiful, with charming vistas, vintage railway stations, and plenty of lineside action. There's even a ride over Amtrak's new Westside line, and the newly-rebuilt Spuyten Duyvil bridge. In color, with live audio and narration.

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AMTRAK'S TURBO TRAINS – *Cab Ride*

Climb aboard an Amtrak Turbo Train for a high-speed ride along the Hudson Division. Amtrak uses these sleek speedsters between Albany/Rensselear and New York's Penn Station, and the ride is as smooth as it is fast. The ever-present Hudson River offers lovely vistas along the entire route, and classic old stations, bridges, and tunnels dot the landscape. Conrail freights and other Amtrak trains flash past. Once in Metro-North territory, FL-9's and MU cars are busy rushing commuters to and from New York City. Our ride takes us over Amtrak's new Westside line, across Spuyten Duyville bridge, and into Penn Station for our journey's end. In color, with live audio and narration.

30 Minutes **#PEN-TURBO** **$19.95**

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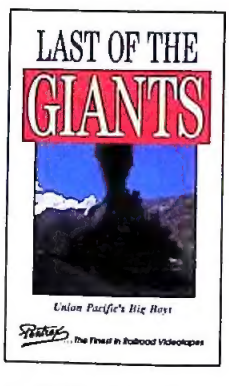
THE GREEN BAY ROUTE

The Green Bay and Western Railroad has had a love affair with Alco diesels since diesels first replaced steam, and today the railroad rosters a total of 16 operating Alcos. These units are well maintained, and look great in their beautiful red paint scheme. Stretching from east to west across the Badger State of Wisconsin, the line traverses many miles of scenic Wisconsin farmland. Much of the railroad's traffic is related to the state's booming paper industry, and local freights are seen as they work these vital industries. We also follow road freights across the state, and the Alco-powered trains put on fascinating shows as they work over the hills and through small towns. In color, with live audio and narration.

72 Minutes **#PEN-GBAY** **$39.95**

LAST OF THE GIANTS – *Union Pacific's Big Boys*



It's the greatest railroad film ever produced, about the biggest locomotives ever built! Witness the mighty 4-8-8-4's of the Union Pacific, in the cab and trackside, plus the development of Union Pacific steam power leading up to these mighty articulateds. Originally produced by the Union Pacific Railroad, this film has it all! In full color, with stereo sound. Everyone will want a copy.

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